Commonwealth of Massachusetts.
Worcester ss.

At a meeting of the County Commissioners of the County of Worcester begun and holden at Worcester within and for the county of Worcester on the fourth Tuesday of March being the twenty third day of said month A.D. 1852 and by adjournment to Friday May the Seventh A.D. 1852.

Whereas upon the Petition of Charles Hastings and Seventeen others for a Town Road or way in Southborough in said County from near the Rail Road Station of the Boston and Worcester Rail Road in said Southborough to a point upon the County road near the Barn of the Cordaville Manufacturing Company - upon the refusal of the Selectmen of said Southborough to locate; due proceedings having been had thereon. it was considered and adjudged by said County Commissioners at a meeting by them held on the fourth Tuesday of December A.D. 1851. that the prayer of said petition ought to be granted and that a new town road be located. commencing on the travelled road near the Rail Road Station of the Boston and Worcester Rail Road in said Southborough. thence in an easterly direction to the new County road leading from Fayville through Cordaville to Hopkinton centre at a point upon said County road near the

Barn of the Cordaville Manufacturing Company. The County Commissioners caused notice to be given to all persons and Corporations interested therein that they would hold a meeting at the Depot of the Boston and Worcester Rail Road Company in Southborough aforesaid on monday the twenty ninth day of March A.D. 1852 at one of the clock in the after noon. by publishing an attested copy of said adjudication and of this order thereon in the National Aegis a newspaper printed in Worcester in said County three weeks successively, the last publication to be fourteen days. at least. before the day last aforesaid. And by causing the Town Clerk of the Town of Southborough to be served by Lovell Baker Jr a Deputy Sheriff of said County, with an attested copy of said adjudication and order. thirty days at least, and also post up an attested copy thereof in two public places in said town of Southborough fourteen days. at least. before the day last aforesaid at which time and place the said commissioners would proceed to lay out. locate. and establish a town way over the route last aforesaid, and to hear all persons and Corporation interested therein. who might then and there desire to be heard thereon; and to assess such damages as any person or Corporation might sustain by reason of the location and construction of said

road as aforesaid. The Commissioners

Report of the location and construction of said

road as aforesaid The County Commissioners having met at the time and place and for the purposes before mentioned, proceeded forthwith no objection being made thereto, to lay out, locate and establish a town way over the route set forth in the petition and adjudication aforesaid as hereafter described to wit. Commencing at a hole drilled in a Stone Monument imbedded in the ground and numbered 1 Standing on the westerly side of the new County road leading from Hopkinton to Fayville in the town of Southborough and bearing from the Southwest corner of the Barn of the Cordaville Manufacturing Company South 65° 40' West and distant therefrom 5 rods and 11 links. Also bearing from the Northeast corner of the Passenger Depot Building in said Cordaville North 17° 50' East and distant therefrom 11 rods and 13 links. Thence in Southborough and over land of the Cordaville Manufacturing Company North 76° 5' West 8 rods and 5 links to Stake No 2. Same course 4 rods and 13 links to Stake No 3. Thus far the location is over land of the Cordaville Manufacturing Company and a town road. Thence also over land of the said Cordaville Manufacturing Company North 76° 5' West 5 rods and 3 links to Stake No 4. Same course 4 rods and 7 links to Stake No 5. Same course 4 rods and 13 links to Stake No 5½. Same course 4 rods and 13 links to Stake No 6. Thence same course 5 rods and 12 links to a

hole drilled in a Stone monument imbedded in the ground and numbered 7. Thence North 75° 20' West 4 rods and 24 links to Stake No 8. Same course 4 rods and 24 links to Stake No 9. Same course 4 rods and 20 links to Stake No 10. Same course 3 rods and 14 links to Stake No 11. Same course 4 rods and 6 links to Stake No 12. Same course 3 rods and 20 links to Stake No 13. Same course 3 rods and 21 links to Stake No 14. Same Course 3 rods and 17 links to Stake No 15. Same course 3 rods and 9 links to Stake No 16. Same Course 3 rods and 4 links to Stake No 17. Same Course 4 rods and 15 links to Stake No 18. Same course 4 rods and 17 links to Stake No 19. Same course 4 rods and 20 links to Stake No 20. Same course 4 rods and 18 links to Stake No 21. Same Course 4 rods and 20 links to Stake No 22. Same course 4 rods and 4 links to Stake No 23. Same course 4 rods and 15 links to Stake No 24. Thence continuing over land of the Said Cordaville Manufacturing Company Same course 3 rods and 23 links to Stake No 25 and to land belonging to Joseph & John M. Boyd. From Stake No 3 to Stake No 25 the location is over land of the Said Cordaville Manufacturing Company. Thence over land of Joseph and John M. Boyd North 75° 20' West 4 rods and 13 links to Stake No 25½. Same course 4 rods and 21 links to a hole drilled into a large rock and numbered 26. Same course 4 rods 22 links to Stake No 27 Thence Same

course 4 rods and 18 links to a hole drilled in a Stone monument and numbered 28. A hole is also drilled in a rock, lying on the location, 20 inches Southerly of Stone monument numbered 28. Thence North 76° 20 West 3 rods and 23 links to Stake No 29. North 78° West 3 rods and 15 links to a hole drilled in a rock and numbered 30. North 78° 55' West 4 rods and 8 links to Stake No 31. North 80° 10' West 4 rods and 17 links to Stake No 32. Same course 4 rods and 17 links to Stake No 33. Thence Continuing over land of the said Joseph and John M. Boyd 1 rod to land of Dexter Rice. From Stake No 25 to and including the last course the location is over land of the said Joseph and John M. Boyd. Thence over land of Dexter Rice North 80° 10' West 3 rods to Stake No 34. Same course 4 rods and 12 links to a hole drilled in a Stone monument imbedded in the ground and numbered 35. Thence continuing over land of said Rice North 79° 50' West 1 rod and 6 links to land of Charles Hayden From a point 3 rods easterly of Stake No 34 to and including the last course the location is over land of Dexter Rice. Thence over land of Charles Hayden North 79° 50' West 3 rods and 18 links to Stake No 36. North 79° 40' West 4 rods and 19 links to Stake No 37. Thence continuing over land of the said Charles Hayden North 79° 15' West 10 links to land of Thomas Mulligan. From a point 3 rods and 18 links easterly of

Stake no 36 to and including the last course the location is over land of the said Charles Hayden. Thence over land of Thomas Mulligan North 79° 15' West 4 rods and 13 links to Stake No 38. Thence continuing over land of the said Mulligan North 78° 45' West 1 rod and 13 links to land of Nathan Bruce. From a point 10 links westerly of Stake No 37 to and including the last course the location is over land of the said Thomas Mulligan. Thence over land of Nathan Bruce North 78° 45' West 3 rods and 8 links to Stake No 39. North 78° 45' West over land of said Bruce 1 rod and 9 links to land of Joseph and John M. Boyd. From a point 1 rod and 13 links westerly of Stake No 38 to and including the last course the location is over land of the said Nathan Bruce. Thence over land of Joseph and John M. Boyd North 78° 45' West 2 rods and 17 links to Stake No 40. North 78° 40 West 4 rods and 17 links to Stake No 41. North 77° 15' West 4 rods and 21 links to Stake No 42. North 72° 45' West 2 rods and 7 links to a hole drilled in a Stone monument imbedded in the ground and numbered 43. Thence North 64° 5' West 2 rods and 21 links to Stake No 44. Same course 3 rods and 16 links to Stake No 45. Same course 3 rods and 24 links to Stake No 46. Same course 3 rods and 17 links to a hole drilled in a Stone monument imbedded in the ground and numbered 47 standing on the east line of the new County road leading from the

Depot of the Boston and Worcester Rail Road in said Southborough to Dayerville in said Southborough and bearing from the Southwest corner of the Shoe Shop of Joseph and John M. Boyd South 40° 30' West and 1 rod and 6 links distant therefrom Also bearing from the Northwest corner of the Store of Nathan Bruce and 6 rods and 18 links distant therefrom. At a point 2 rods and 17 links easterly of Stake No 40 - 16 links. At Stake No 40 - 24 links - at No 41 - 40 links At No 42 - 41 links - at 43 - 41 links - at 44 - 33 links - At 45 - 24 links - At 46 13 links wide and terminating in a point at No 47 the location on the northerly side is over land of the said Joseph and John M Boyd and on the Southerly side the location is over land of the said Nathan Bruce. And the whole length of road made up as aforesaid is 211 rods and 9 links. Said road throughout its whole extent is laid out and located three rods wide on the Southerly side of the aforedescribed metes and bounds and adjoining thereto with an additional width of one rod laid out and located over land of the said Cordaville Manufacturing Company extending from Stake No 17 to Stake No 25 on the northerly side of the metes and bounds aforesaid and adjoining thereto for material in constructing and repairing said road. Stake No 42 stands 1½ links South of the line of the road in the location in consequence of the projection of the dwelling house of

Joseph and John M. Boyd. The southeast corner of the dwelling house of Joseph and John M. Boyd projects three feet into the location and running westerly 27 feet to a point on the southerly side of said house; Also the northwest corner of the piazza to the Store of the Cordaville Manufacturing Company projects 3 1/2 feet into the location and running easterly 21 feet to a point on the northerly side. Both of these buildings project in such manner as not to obstruct or interfere with the travelled part of the road and are not required to be removed therefrom. But whenever the same from any cause shall have been removed. the ground whereon said projecting parts of said dwelling house and piazza now stand. is never again to be used as a site for any building. or be occupied for any other private purpose but is forever after to remain open and clear of all obstructions as a part of the location of the road aforesaid. The County Commissioners having heard all persons and Corporations in relations to damages who expressed a desire to be heard thereon considered and adjudged that the following sums be paid by the town of Southborough to the several owners of land hereafter mentioned in full compensation for all damages which they will sustain by the location and construction of the road aforesaid. The Cordaville

Manufacturing Company, Nathan Bruce and Joseph and John M Boyd severally relinquished all claim for damages in consequence of the location of the road aforesaid and the commissioners have awarded them none.

Dexter Rice	33.00
Charles Hayden	9.00
Thomas Mulligan	8.00
	$50.00

In order to furnish a safe and convenient direction for the travel entering the road aforesaid from the County road leading from Gayville to Hopkinton at the easterly terminus the travelled part of the road must be worked with regularly diverging side lines from a point 4 rods westerly of Stone Monument No 1 where it is 20 feet wide to said Monument No 1 where it must be worked at least 44 feet in width exclusive of the side ditches and of their inner slopes. Also at the westerly terminus where the said road connects with the County road leading from Parkinville to the Depot the road must be worked with regularly diverging side lines from Stake No 46 where it is 20 feet wide to Stone Monument No 47 where it must be worked at least 44 feet in width exclusive of the side ditches and of their inner slopes.

And now it is ordered that the said town of Southborough cause the road aforesaid which is within the limits of said town of Southborough to be worked, made, and completed in the most faithful and workman-like manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the travelled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the travelled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least Eight inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of twenty feet for the travelled part of the road. Where the subsoil is sand, the said travelled part of the road, after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the travelled part thereof to its centre to the height of Fifteen inches. And the travelled part thereof must be worked to the width of twenty feet exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the twenty feet aforesaid. The said travelled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road care must be exercised to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude, than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the travelled part of the road of twenty feet as aforesaid, and must be made by sloping from the exterior line of the travelled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be

worked parallel with the centre line or longitudinal axis of the travelled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge, in such manner that no water can permanently stand by the roadside. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed, and in all cases where the side ditch is required, care must be used not to sink it to a level of more than 27 inches below the centre of the road. On the sides of hills where the road is made partly by embankments and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character, must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome Chestnut or Cedar poles, not less in any part than six inches in diameter, and be securely fastened with iron bolts to stone posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the centre of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner two and one half feet high above the face of the road, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and

permanently placed in the embankment with the interior or inside thereof, not less than three feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said twenty feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned, (and where the materials can be obtained at a reasonable expense this kind of structure will be required) the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of six inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank, a continuous range of large flat stones must be firmly embedded upon each side of the bridge for securing the edges of the plank against injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long measured at right angles with the direction of the road, and be substantially and properly railed to the height of two & half feet, and to the width of not less than twenty feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides, or abutments not less than two feet apart, and sixteen inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned six inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent, or descent in the grading of the road, as hereafter described, and construct said culverts, or bridges, in manner prescribed for the bridge; and the said culverts when placed in, must forever after be maintained by such owners, their heirs, or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house where an excavation is required, to leave the side bank

thereof nearest said house, in the best shape for placing in a bank wall if the owner of said house shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said house or the appurtenances thereto. Whenever an embankment is directed in front of a dwelling house, it must be constructed and sloped on that side of the travelled way nearest said house, in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said house as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed travelled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed, or injured, unless the construction and safety of the road absolutely require it.

Watering places by the road side, where they can be made, furnish so much comfort to animals and teams passing thereon, and so many conveniences to travellers themselves, that the commissioners presume to solicit the attention of the Inhabitants of the Town of Southborough to this subject, persuaded that a town cannot exhibit a spirit of liberality to the public more acceptably, at an inconsiderable expense, than by provisions of this kind, for which its own citizens will be amply remunerated by the convenience and accommodation thereby furnished to themselves.

And it is further ordered that the grading of the road aforesaid which is within the town of Southborough be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line, hereafter mentioned. The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connexion with the line of inclination, represent the base of the travelled part of the road, and the crowning of fifteen inches required by this order, is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

Commencing at the easterly terminus at Grade Pin No 1. Standing in the centre of the location. at grade thence westerly to Grade Pin No 2 at Grade the Inclination is 0° 45' Ascending. From Pin No 2 at Grade to a point 1.25 ft in air vertical at Pin No 3 the Inclination is 2° 20' Ascending. At Pin No 3 Embank 1.25 ft. From a point 1.25 ft in air vertical at Pin No 3 to a point 2.00 ft under the surface of the earth at Pin No 6 the Inclination is 2° 50' Ascending. At Pin No 4 Embank 2.96 ft. At No 5 Excavate 4.35 ft. At No 5½ Embank 1.54 ft. At No 6 Excavate 2.00 ft. From a point 2.00 ft under the surface of the earth at Pin No 6 to a point 0.84 ft under the surface of the earth at Pin No 9 the Inclination is 0° 55' Ascending. At Pin No 7 Excavate 2.88 ft. At No 8 Embank 0.61 ft. At No 9 Excavate 0.84 ft. From a point 0.84 ft under the surface of earth at Pin No 9 to a point 1.00 ft under the surface of the earth at Pin No 17 the Inclination is 0° 5' Descending. At Pin No 10 Excavate 2.48 ft At No 11 Embank 1.31 ft. At No 12 Embank 0.52 ft. At No 13 Excavate 0.08 ft. At No 14 Embank 1.27 ft. At No 15 Excavate 0.51 ft At No 16 Excavate 1.01 ft. At No 17 Excavate 1.00 ft. From a point 1.00 ft under the surface of the earth at Pin No 17 to a point 1.00 ft under the surface of the earth at Pin No 21 the Inclination is 1° 25' Descending. At Pin No 18 Excavate 2.60 ft. At No 19 Embank 0.50 ft. At No 20 Excavate 3.94 ft. At No 21 Excavate 1.00 ft. From a point 1.00 ft under

the Surface of the earth at Pin No 21 to a Point 0.50 ft in air vertical at Pin No 24 the Inclination is 1° 35' Descending. At Pin No 22 Embank 2.29 ft. At No 23 Embank 1.29 ft. At No 24 Embank 0.50 ft. From a point 0.50 ft in air vertical at Pin No 24 to a Point 2.50 ft in air vertical at Pin No 27 the Inclination is 0° 05' Descending. At Pin No 25 Embank 1.89 ft. At No 25½ Embank 2.52 ft. At No 26 Embank 2.63 ft. At No 27 Embank 2.50 ft. From a point 2.50 ft in air vertical at Pin No 27 to a point 3.00 ft in air vertical at Pin No 31 the Inclination is 0° 40' Ascending. At Pin No 28 Embank 2.77 ft. At No 29 Embank 2.64 ft. At No 30 Embank 2.79 ft. At No 31 Embank 3.00 ft. From a point 3.00 ft in air vertical at Pin No 31 to a point 0.25 ft under the Surface of the earth at Pin No 34 the inclination is 1° 45' Ascending. At Pin No 32. Embank 0.64 ft. At No 33 Embank 0.07 ft. At No 34 Excavate 0.25 ft. From a point 0.25 ft under the Surface of the earth at Pin No 34 to a point 0.50 ft under the Surface of the earth at Pin No 38 the Inclination is 1° 00' Ascending. At Pin No 35 Excavate 2.54 ft. At No 36 Excavate 2.42 ft. At No 37 Excavate 3.25 ft. At No 38 Excavate 0.50 ft. From a point 0.50 ft under the Surface of the earth at Pin No 38 to a point 3.00 ft under the Surface of the earth at Pin No 42 the Inclination is 0° 15' Descending. At Pin No 39 Embank 0.23 ft. At No 40 Embank 0.27 ft At No 41 Excavate 0.77 ft. At No 42 Excavate 3.00 ft. From a point 3.00

ft under the surface of the earth at Pin No 42 to a point 1.00 ft in air vertical at Pin No 47 the inclination is 10 40' Descending. At Pin No 43 Excavate 3.45 ft. At No 44 Embank 2.64 ft. At No 45 Embank 3.13 ft. At No 46 Embank 2.09 ft. At No 47 Embank 1.00 ft. Pin No 47 is at the westerly terminus angle in the centre of the location.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised, lowered or widened at the points of their said crossing, intersections or connections therewith as to render them perfectly safe and convenient for the traveller.

And it is further ordered that the term of thirty days be allowed the several owners of land over which said road is located to remove their wood, timber, trees and crops thereon standing, lying and growing.

And it is further ordered that said road be worked by the town of Southborough and made hard, safe and convenient for travellers to pass over with their teams cattle, horses, carts and carriages and that it be made and completed by the said town of Southborough before the first day [redacted] of October A.D. 1882 to the acceptance of the County Commissioners

And it is further ordered that a copy of this adjudication and order of construction be transmitted to the town Clerk of the town of Southborough there by him to be recorded in said Town Book

of Records for the information of the Inhabitants of Said Town and that Said road may be forever known and maintained as a town road.

Otis Adams Chairman

" "

A Cohoon " "

Attest

W. F. Smith Asst Clerk.

Commissioners
Order for building Road
from Northfield to Swanzey
May 7 1852
No 8
1852
Filed
1852

Filed

The County Commissioners have examined the work and manner of making the following described town ways in the County of Worcester. Viz.

☆ ☆ ☆ ☆

Also the Town road located in Southborough on Petition of Charles Hastings & others and recorded at a meeting held on the 7th day of May A.D. 1852. it being an adjournment of the March Term

☆ ☆ ☆ ☆

And the County Commissioners find that the several town roads aforesaid have been worked and made in pursuance of the orders and directions heretofore given by the said County Commissioners for that purpose

And it is therefore ordered that the Town roads aforesaid be accepted and established as Town roads and opened, known and used as such forever hereafter.

Otis Adams. Chairman

Attest. Wm. Smith. Clerk.

Commissioners
opening of roads

1852

COPIED.

aforesaid is 211 rods and 9 links said road throughout its whole extent is laid out and located three rods wide on the southerly side of the aforedescribed metes and bounds and adjoining thereto with an additional width of one rod laid out and located over land of the said Cordaville Mfg. Co, extending from stake No 17 to stake No 25 on the northerly side of the metes & bounds aforesaid and adjoining thereto for material in constructing and repairing said road stake No 42 stands 1½ links south of the line of the road in the location in consequence of the projection of the dwelling house of Joseph & John McBoyd The South east corner of the dwelling house of Joseph & John McBoyd projects three feet into the location and running westerly 27 feet to a point on the southerly side of said house Also the Northwest corner of the piazza to the store of the Cordaville Mfg Co projects 3½ feet into the location and running easterly 21 feet to a point on the westerly side, Both of these buildings projects in such a manner as not to obstruct or interfere with the travelled part of the road and are not required to be removed therefrom ~~But whenever~~

In order to furnish a safe and convenient direction for the travel entering the road aforesaid from the County road leading from Fayville to Hopkinton at the easterly terminus the travelled part of the road must be worked with regularly diverging side lines from a point 4 rods westerly of stone monument No 1 where it is 20 feet wide to said monument No 1 where it must be worked at least 44 feet in width exclusive of the side ditches and of their inner slopes ——

Also at the westerly terminus where the said road connects with the County road leading from Parkerville to the Depot the road must be worked with regularly diverging side lines from Stake No 46 where it is 20 feet wide to Stone Monument No 47 where it must be worked at least 44 feet in width exclusive of the side ditches and of their inner slopes

Commencing at the easterly terminus at grade Pin No 1 standing in the centre of the location at grade thence westerly to grade pin No 2 at grade the inclination is 0° 45' ascending from pin No 2 at grade to a point 1,25 feet in air vertical at pin No 3 the inclination is 2° 20' ascending at pin No 3 Embank 1,25 ft from a point 1,25 ft in air vertical at pin No 3 to a point 2,06 ft under the surface of the earth at pin No 6 Inclination is 2° 50' ascending at pin No 4 Embank 2,96 ft at No 5 Excavate 4,35 at No 5½ Embank 1,54 ft at No 6 Excavate 2,06 ft from a point 2.00 ft under the surface of the earth at pin No 6 to a point 0,84 ft under the surface of the earth at pin No 9 the Inclination is 0° 55' ascending at pin No 7 Excavate 2,88 ft at No 8 Embank 0,61 ft at No 9 Excavate 0,84 ft from a point 0,84 ft under the surface of Earth at pin No 9 to a point 1,00 feet under the surface of the earth at pin No 17 the inclination is 0° 5' Decending. At pin No 10 Excavate 2,48 ft at No 11 embank 1,31 ft at No 12 Embank 0,52 ft at No 13 Excavate 0,08 at No 14 Embank 1,27 ft at No 15 Excavate 0,51 ft at No 16 Excavate 1,01 ft at No 17 Excavate 1,00 ft from a point 1,00 ft under the surface of the earth at pin No 21 the Inclination is 1° 25' Decending

at pin No 18 Excavate 2,60 ft at No 19 Embank 0,30 ft at No 20 Excavate 3,94 ft at No 21 Excavate 1,00 ft From a point 1,00 ft under the surface of the earth at pin No 21 to a point 0,50 ft in air vertical at Pin No No 24 the Inclination is 1° 35' Decending At pin No 22 Embank 2,29 ft At No 23 Embank 1,29 ft at No 24 Embank 0,50 ft From a point 0,50 ft in air vertical at pin No 24 to a point 2,30 ft in air vertical at pin No 27 the Inclination is 0° 05' ft Decending at pin No 25 Embank 1,89 ft at No 25½ Embank 2,52 ft at No 26 Embank 2,63 ft at No 27 Embank 2,50 ft From a point 2,50 ft in air vertical at pin No 27 to a point 3,00 ft in air vertical at pin No 31 the inclination 0° 40' Ascending At pin No 28 Embank 2,77 ft at No 29 Embank 2,64 ft at No 30 Embank 2,79 ft at No 31 Embank 3,00 ft From a point 3,00 ft in Air Vertical at pin No 31 to a point 0,25 ft under the surface of the earth at pin No 34 the inclination is 1° 45' Assending at pin No 32 Embank 0,64 ft at No 33 Embank 0,07 ft At No 34 Excavate 0,25 ft from a point 0,25 ft under the surface of the Earth at pin No 38 the inclination is 1° 00' Ascending. At pin No 35 Excavate 2,54 ft at No 36 Excavate 2,42 ft at No 37 Excavate 3,25 ft At No 38 Excavate 0,50 ft From a point 0,50 ft under the surface of the earth at pin No 38 to a point 3,00 ft under the surface of the earth at pin No 42 the inclination is 0° 15' Decending at pin No 39 Embank 0,23 ft at No 40 Embank 0,27 ft At No 41 Excavate 0,77 ft at No 42 Excavate 3,00 ft from a point 3,00 ft under the surface of the Earth at pin No 42 at a point 1,00 ft in air vertical at pin No 47 the inclination is 1° 40'

decending at pin No 43 Excavate 3,45 ft at No 44 Embank 2,64 ft at No 45 Embank 3,13 ft at No 46 Embank 2,09 ft at No 47 Embank 1,00 ft Pin No 47 is at the westerly terminus and in the centre of the location And it is further Ordered that other roads crossing intersecting or connecting with the road aforesaid be so raised or lowered or widend at the point or their said crossing intersecting or connecting therewith as to render them perfectly safe and convenient for the traveller, ~~and it is~~ fur

Location and boundaries of the road from Cordova to Carthage Depot

1854

COPIED.

Wm. McLean Examined

Location and Grading of a road from Cordaville to Southboro Depot —

Commencing at a hole drilled in a stone monument imbedded in the ground and numbered 1 standing on the Westerly side of the new County road leading from Hopkinton to Hayville in the town of Southboro, and bearing from the south west corner of the barn of the Cordaville Manufacturing Company South 65° 40- West and distant therefrom 5 rods and 11 links Also bearing from the North ~~easter~~ Corner of the Passenger Depot Building in said Cordaville North 17° 50' East and distant therefrom 11 rods and 13 links. Thence in Southboro and over land of the Cordaville Manufactering Co North 76° 5' West 8 rods and 5 links to Stake No 2 ~~Thus far the location~~ Same course 4 rods and 13 links to Stake No 3 Thus far the location is over land of the Cordaville Manufactering Co And a town road Thence all over land of the said Cordaville Manufacturing Company North 76° 5' West 5 rods and 3 links to Stake No 4 Same course 4 rods and 7 links to Stake No 5 Same course 4 rods and 13 links to Stake No 5½ Same course 4 rods and 13 links to Stake No 6 Thence Same course 5 rods and 12 links to a hole drilled in a Stone Monument imbedded in the ground and numbered 7 Thence North 75° 20' West 4 rods and 24 links to Stake No 8 Same course 4 rods and 24 links to Stake No 9 Same course 4 rods and 20 links to Stake No 10 Same course 3 rods and 14 links to Stake No 11 Same course 4 rods and 6 links to Stake No 12 Same course 3 rods and 20 links to Stake No 13 Same course 3 rods and 21 links to Stake No 14 Same course 3 rods and

17 links to Stake No 15 Same course 3 rods and 9 links to Stake No 16 Same course 3 rods and 4 links to Stake No 17 Same course 4 rods and 15 links to Stake No 18 Same course 4 rods and 17 links to Stake No 19 Same course 4 rods and 20 links to Stake No 20 Same course 4 rods and 18 links to Stake No 21 Same course 4 rods and 20 links to Stake No 22 Same course 4 rods and 4 links to Stake No 23 Same course 4 rods and 15 links to Stake No 24 Thence continuing over land of the said Cordaville Manufactering Company. Same course 3 rods and 23 links to Stake No 25 and to land belonging to Joseph & John M. Boyd. From Stake No 3 to Stake No 25 the location is over land of the said Cordaville Manufactering Company Thence over land of Joseph and John M Boyd North 75° 20' West 4 rods and 13 links to Stake No 25½ Same course 4 rods and 21 links to a hole drilled into a large rock and numbered 26 Same course 4 rods 22 links to Stake No 27 Thence Same course 4 rods and 18 links to a hole drilled in a Stone Monument and numbered 28 A hole is also drilled in a rock lying on the location, 20 inches Southerly of Stone Monument numbered 28. Thence North 76° 20 West 3 rods and 23 links to Stake No 29 North 78° West 3 rods and 15 links to a hole drilled in a rock and numbered 30 North 78° 55' West 4 rods and 8 links to Stake No 31 North 80° 10' West 4 rods and 17 links to Stake No 32 Same course 4 rods and 17 links to Stake No 33 Thence continuing over land of the said Joseph & John M Boyd 1 rod to land of Dexter Rice

From Stake No 25 to and including the last course the location is over land of the said Joseph & John Mc Boyd. Thence over land of Dexter Rice North 80° 10' West 3 rods to Stake No 34 Same course 4 rods & 12 links to a hole drilled in a stone monument imbedded in the ground and numbred 35 Thence continuing over land of Said Rice North 79° 50' West 1 rod and 6 links to land of Charles Hayden, From a point 3 rods easterly of Stake No 34 to and including the last course the location is over land of Dexter Rice Thence over land of Charles Hayden North 79° 50' West 3 rods and 18 links to Stake No 36 North 79° 40' West 4 rods and 19 links to Stake No 37 Thence continuing over land of the said Charles Hayden North 79° 15' west 10 links to land of Thomas Mulligan, From a point 3 rods and 18 links easterly of Stake No 36 to and including the last course the location is over land of the said Charles Hayden. Thence over land of Thomas Mulligan North 79° 15' West 4 rods and 13 links to Stake No 38 Thence continuing over land of the said Mulligan North 78° 45' west 1 rod & 13 links to Land of Nathan Bruce From a point 10 links Westerly of Stake No 37 to and including the last course the location is over land of the said Thos. Mulligan - Thence over land Nathan Bruce North 78° 45' west 3 rods and 8 links to Stake no 39 North 78° 45' West over land of Said Bruce 1 rod and 9 links to land of Joseph & John Mc Boyd From a point 1 rod and 13 links Westerly

of stake No 38 to and including the last course the location is over land of the said Nathan Bruce, Thence over land of Joseph and John Mc Boyd North 78° 45' west 2 rods and 17 links to stake No 40 North 78° 40' West 4 rods and 17 links to stake No 41 North 77° 15' west 4 rods and 21 links to stake No 42 North 72° 45' West 2 rods & 7 links to a hole drilled in a Stone Monument unbedded in the ground and numbered 43 Thence North 64° 5' West 2 Rods and 21 links to stake No 44 Same course 3 Rods and 16 links to stake No 45 Same course 3 Rods and 24 links to stake No 46 Same course 3 Rods and 17 links to a hole drilled in a stone monument imbedded in the ground and numbered 47 standing on the east line of the new County road leading from the Depot of the Boston & Worcester Rail Road in said Southboro to Parkerville in said Southboro and bearing from the southwest corner of the shoe shop of Joseph & John Mc Boyd South 40° 30' west and 1 rod and 6 links distant therefrom Also bearing from the Northwest corner of the store of Nathan Bruce and 6 Rods and 18 links distant therefrom At a point 2 Rods and 17 links easterly of stake No 40=16 links At stake No 40 24 links at no 41 40 links at No 42 41 links at 43=41 links at 44 - 33 links at 45 24 links at 46=13 links wide and terminating in a point at No 47 the location on the Northerly side is over land of the said Joseph & John Mc Boyd and on the southerly side the location is over land of the said Nathan Bruce And the whole length of road made up as—

35 pages

Commonwealth of Massachusetts.

Worcester. ss.

At a meeting of the County Commissioners of the County of Worcester begun and holden at Worcester within and for the County of Worcester on the second Tuesday of September it being the thirteenth day of said month A.D. 1853 and by adjournment to Friday the twenty fifth day of November 1853.

Whereas upon the Petition of Amaziah Atwood and twenty seven others for a County road in Southborough from near the Northern terminus of the road ~~leading~~ from the County road in Cordaville to the County road near the centre of said Southborough and Marlborough which is also the line between the Counties of Worcester and Middlesex, due proceedings having been had thereon, it was considered and adjudged by said County Commissioners, at a meeting by them held on the third Tuesday of June, A.D. 1853 that the prayer of said petition ought to be granted, and that a new County road be laid out and located over the route therein described, beginning at or near the Northerly terminus of the new town road recently constructed leading from the County road in Cordaville to the County road near the centre of said Southborough; Thence Northerly to the line between the towns of Southborough and Marlborough at a point in the same between a town monument in said line between the towns of Southborough and Marlborough standing on the Westerly side of the existing highway leading from the centre of Southborough to Marlborough, and a small brook a few rods Easterly of said monument.

The County Commissioners thereupon caused notice to be given to all persons and corporations interested therein that they would hold a meeting at the Town Hall in said Southborough on Monday the tenth day of October last at one of the clock in the afternoon by publishing an attested

copy of said adjudication and of this order thereon in the Massachusetts Spy a Newspaper printed in Worcester in said County three weeks successively the last publication to be fourteen days, at least, before the day last aforesaid.

And by causing the Town Clerk of the said Town of Southborough to be served by Lovell Baker Jr. a Deputy Sheriff of said County with an attested copy of said adjudication and order thirty days, at least, and also post up an attested copy thereof in two public places in said Town of Southborough fourteen days at least before the day last aforesaid, at which time and place the said Commissioners would proceed to lay out, locate and establish a new County road over the route last above described, and to hear all persons and corporations interested therein who might then and there desire to be heard thereon, and to assess such damages as any person or corporation may sustain by reason of the location and construction of said road as aforesaid.

The County Commissioners having met at the time and place, and for the purposes before mentioned and having viewed the route set forth in the adjudication, and heard all persons and corporations interested therein who expressed a desire to be heard thereon, proceeded no objection being made thereto, to lay out, locate and establish a County road over the route set forth in said petition and adjudication, to wit, Commencing at a stone monument imbedded in the ground and numbered 1 standing on land of John H. Bullard, on the Westerly side of the location and on the line between the towns of Marlborough and Southborough and bearing from the Easterly side of a stone monument erected as a bounds between the towns of Marlborough and Southborough now standing on the Westerly side of the now existing old road South 88° 10' East and 5 rods and 8 links distant therefrom. Thence in Southborough and over land of John Bullard South 34°

25' East 20 links to the old road. At the Southerly end 15 links wide and terminating in a point at the Northerly end, the location is over land of said John H. Bullard. Thence same course over said old road 1 rod and 5 links to a point opposite Grade pin No 1. Thence continuing over said road 1 rod and 20 links. At the Southerly end and Westerly side 25 links wide and terminating in a point at the Northerly end the location is over said old road. At the Southerly end and Easterly side 50 links wide and at the Northerly end 15 links wide and running on the town line the location is over land of said Bullard. Thence same course over said road 2 rods and 15 links to stake No 2. At the Northerly end 25 links and at the Southerly end 52 links wide the location on the Westerly side is over said old road. Remainder of the location over the Easterly side is over said John H. Bullard. Same course over said road 23 links to land of Ivers Phillips. At the Northerly end 52 links and at the Southerly end 55 links wide the location on the Westerly side is over said old road. Remainder of the location on the Easterly side is over said Bullard. Thence same course over said Phillips 3 rods and 21 links to stake No 3. At the Southerly end 34 links wide and terminating in a point at the Northerly end and Westerly side the location is over land of said Phillips. At the Northerly end and Easterly side 23 links wide and terminating in a point at the Southerly end the location is over said Bullard. Centre of the location is over said old road. Same course 4 rods and 16 links to stake No 4. At the Northerly end and Westerly side 34 links wide and at the Southerly end 75 links wide the location is over land of said Phillips. Remainder of the location on the Easterly side is over said old road. Thence all over said Phillips same course 5 rods and 10 links to stake No 5. Same course 5 rods and 17 links to stake No 6. Same course 5 rods and 15 links to stake No 7. From stake No 3 to No 7 the location is all over said Phillips. Thence same course 5 rods

and 22 links to stake No 8. At the Northerly end 75 links and at the Southerly end 30 links wide the location on the Westerly side is over said Phillips. Location on the Easterly side is over said old road. Same course 5 rods and 15 links to stake No 9. At the Northerly end 30 links wide, and terminating in a point at the Southerly end and Westerly side the location is over said Phillips. And at the Southerly end 14 links wide and terminating in a point at the Northerly end and Easterly side the location is over said John H. Bullard. The location in the centre is over said old road. Same course 5 rods and 19 links to stake No 10. At the Northerly end and Westerly side 61 links and at the Southerly end 55 links wide the location is over said old road. Remainder of the location on the Easterly side is over said Bullard. Same course over said road 5 rods and 3 links to stake No 11. At the Northerly end 55 links and at the Southerly end 37 links wide the location on the Westerly side is over said old road. Remainder of the location on the Easterly side is over said Bullard. Same course 5 rods and 24 links to stake No 12. At the Northerly end 37 links, and at the Southerly end 11 links wide the location on the Westerly side is over said old road. Remainder of the location on the Easterly side is over said Bullard. Same course continuing over said road 4 rods. At the Northerly end 11 links wide and terminating in a point at the Southerly end and Westerly side the location is over said road. Remainder of the location is over said Bullard. Thence same course 1 rod and 12 links all over said Bullard to stake No 13. Same course 5 rods and 8 links to stake No 14. Same course 5 rods and 16 links to stake No 15. Same course 5 rods and 13 links to stake No 16. Same course over said Bullard 1 rod and 20 links to said old road. From a point 1 rod and 12 links Northerly of stake No 13 to the termination of the last distance the location is all over said Bullard. Thence same course

over said old road 4 rods and 3 links to stake No 17. At the Southerly end 33 links wide and terminating in a point at the Northerly end and Westerly side the location is over said old road. Remainder of the location is over land of said John H. Bullard. Same course over said road 4 rods and 10 links to land of Ivers Phillips. At the Southerly end 62 links and at the Northerly end 33 links wide the location on the Westerly side is over said old road. Remainder of the location on the Easterly side is over said Bullard. Thence same course over land of Ivers Phillips 1 rod and 6 links to a hole drilled in a rock with an iron bolt in the same and numbered 18. At the Southerly end 11 links wide and terminating in a point at the Northerly end and Westerly side the location is over said Phillips. And at the Northerly end and Easterly side 13 links and at the Southerly side 2 links wide the location is over said Bullard. Centre of the location is over said old road. South 34° East 5 rods and 10 links to stake No 19. At the Northerly end 11 links wide and terminating in a point at the Southerly end the location on the Easterly side is over said Phillips. And at the Northerly end and Easterly side 2 links and at the Southerly end 29 links wide the location is over land of said Bullard. The location in the centre is over said old road. South 33° 35' East 5 rods and 14 links to stake No 20. South 32° 35' East over said road 1 rod and 22 links. From stake No 19 to the termination of the last distance the location on the Westerly side is over said old road and on the Easterly side it is over Rufus Brewer. Thence same course over said road 4 rods and 5 links to stake No 21. South 32° East 5 rods and 20 links to stake No 22. South 31° 30' East 6 rods and 11 links to stake No 23. South 30° 10' East 5 rods and 23 links to stake No 24. South 29° 35' East 2 rods. From a point 4 rods and 5 links Northerly of stake No 21 = 9 links. At stake No 21 = 5 links. At stake No 22 = 11 links. At

stake No 23 = 20 links. At stake No 24 = 38 links and at the termination of the last distance 42 links wide the location on the Westerly side is over said old road. Remainder of the location on the Easterly side is over land of Rufus Brewer. Thence same course over land of Charles N. Fay 3 rods and 18 links to stake No 25. At the Southerly end and Westerly side 17 links wide and terminating in a point at the Northerly ~~end~~ side the location is over said Fay. And at the Northerly end and Easterly side 33 links and at the Southerly end 16 links wide the location is over said Brewer. Location in the centre is over said old road. South 28° East over land of said Fay 2 rods. At the Northerly end 17 links and at the Southerly end 39 links wide the location on the Westerly side is over said Fay. And at the Northerly end and Easterly side and terminating in a point at the Southerly end the location is over said Brewer. Location in the centre is over said old road. Thence same course 4 rods and 3 links to stake No 26. At the Northerly end 30 links and at the Southerly end 54 links wide the location on the Easterly side is over said Fay. Remainder of the location on the Easterly side is over said old road. South 26° East 1 rod. At the Northerly end 21 links wide and terminating in a point at the Southerly end and Easterly side the location is over said old road. Remainder of the location is over said Charles N. Fay. Thence same course all on Fay 4 rods and 17 links to stake No 27. South 22° 30' East 3 rods and 16 links to stake No 28. South 17° 50' East 3 rods and 21 links to stake No 29. South 14° 5' East 4 rods to stake No 30. South 11° East 3 rods and 16 links to a hole drilled in a stone monument imbedded in the ground and numbered 31 and running to land of William Morse. From a point one rod Southerly of stake No 26 to stone monument No 31 the location is all over land of said Charles N. Fay. Thence over land of William

Morse 3 rods and 21 links to stake No 32. At the Northerly end 75 links and at the Southerly end 36 links wide the location on the Westerly side is over said Morse. Remainder of the location on the Easterly side is over said old road. South 6° 50' East 5 rods and 12 links to stake No 33. At the Northerly end 36 links. at the Southerly end 3 links wide the location is over said Morse. And at the Southerly end 18 links wide and terminating in a point at the Northerly end and Easterly side the location is over said Fay. The location in the centre is over said old road. South 5° 40' East 5 rods and 5 links to stake No 34. At the Southerly end and Westerly side 25 links, and at the Northerly end 3 links wide the location is over said William Morse. At the Northerly end 18 links wide and terminating in a point at the Southerly end and Easterly side the location is over said Charles N. Fay. The location in the centre is over said old road. South 4° 35' East 5 rods and 20 links to stake No 35. South 2° 55' East 4 rods and 11 links to stake No 36. South 0° 10' East 4 rods and 12 links to stake No 37. South 1° 30' West 4 rods and 11 links to stake No 38. South 4° 45' West 2 rods. At stake No 34 = 25 links. At stake No 35 = 4 49 links. At stake No 36, 42 links. At stake No 37 = 38 links. At stake No 38 = 10 links wide. and terminating in a point at the termination of the last distance. the location on the Westerly side is over said William Morse. Remainder of the location on the Easterly side is over old road. Thence same course over said old road 2 rods and 4 links to stake No 39. At the Southerly end 35 links and at the Northerly end 15 links wide the location on the Easterly side is over land of Peter Walker. Remainder of the location is over said old road. South 7° 25' West 4 rods and 19 links to stake No 40. South 9° 25' West 4 rods and 3 links to stake No 41. South 11° 15' West 5 rods and 7 links to a hole drilled in a stone monument imbedded in the ground and numbered 42. South 12° 15' West 6 rods to stake No 43.

South 14° 35' West 5 rods and 17 links to stake No 44. South 15° 35' West 5 rods and 17 links to stake No 45. South 16° 20' West 4 rods and 13 links to stake No 46. South 16° 25' West 5 rods and 1 link to stake No 47. South 16° 30' West 5 rods and 4 links to stake No 48. Stake No 49 is wanting or is dropt Same course 5 rods to a hole drilled in a stone monument imbedded in the ground and numbered 50. Same course 5 rods and 12 links to stake No 51. Same course 5 rods and ten links to stake No 52. Same course 4 rods and 24 links to stake No 53. Same course 4 rods and 10 links to stake No 54. Same course 4 rods and 16 links to stake No 55. Same course 5 rods and 19 links to stake No 56. Same course 5 rods and 21 links to stake No 57. Same course 5 rods to a hole drilled in a stone monument imbedded in the ground and numbered 58. At stake No 34 = 25 links. At stake No 35 = 49 links. At stake No 36 = 42 links. At No 37 = 38 links. At stake No 39 = 35 links. At stake No 40 = 47 links. At stake No 41 = 39 links. At stake No 42 = 35 links. At stake No 43 = 30 links. At stake No 44 = 28 links. At stake No 45 = 28 links At stake No 46 = 26 links. At stake No 47 = 25 links. At stake No 48 = 25 links. At stake No 50 = 25 links. At stake No 51 = 25 links. At stake No 52 = 25 links. At stake No 53 = 25 links. At stake No 54 = 25 links. At stake No 55 = 25 links. At stake No 56 = 25 links. At stake No 57 = 25 links and at stake No 58 = 25 links wide the location on the Easterly side of the location is over said Peter Walker. Remainder of the location on the Westerly side is over said old road. Thence South 17° 35' West 6 rods and 5 links to stake No 59. At the Southerly end and Westerly side, and terminating in a point at the Northerly end - and at the Northerly end and Easterly side 25 links and at the Southerly end 19 links wide the location is over land of the said Peter Walker. The location in the centre is over said old road. Thence South

location in the centre is over said old road. Thence South

19° West 2 rods over land of said Walker to land of Fitch Winchester. At the Northerly end and Westerly side 6 links and at the Southerly end 10 links wide. And at the Northerly end and Easterly side 19 links and at the Southerly end 15 links wide the location is over land of said Walker. The location in the centre is over said old road. Thence same course over land of said Winchester 3 rods and 14 links to stake No 60. At the Northerly end and Westerly side 10 links and at the Southerly end 6 links the location is over said Winchester. And at the Northerly end and Easterly side 15 links and at the Southerly end 19 links wide the location is over said Peter Walker. South 19° 45' West 5 rods and 20 links to a hole drilled in a stone monument imbedded in the ground and numbered 61. At the Northerly end and Westerly side and terminating in a point at the Southerly end the location is over said Winchester. And at the Northerly end and Easterly side 19 links and at the Southerly end 25 links wide the location is over said Walker. The location in the centre is over said old road. South 21° West 6 rods over old road to stake No 62. Same course 5 rods and 21 links to stake No 63. At stake No 61 = 25 links. At stake No 62 = 25 links and at stake No 63 = 25 links wide the location on the Easterly side is over land of said Peter Walker and a town road. The location on the Westerly side is over said old road. Same course 5 rods and 18 links to stake No 64. Same course 6 rods to stake No 65. Same course 6 rods and 12 links to stake No 66. Same course 5 rods and 14 links to stake No 67. Same course 5 rods and 11 links to stake No 68. Same course 5 rods and 7 links to stake No 69. Same course 5 rods and 5 links to stake No 70. Same course 5 rods and 20 links to stake No 71. Same course 3 rods and 4 links to stake No 72. Same course 3 rods and 19 links to stake No 73. South 20° 5' West 3 rods and 24 links to stake No 74. Thence

South 19° 15' West 2 rods. From stake No 63 to the termination of the last distance the location on the Easterly side one rod wide is over land of Russell Flagg. Remainder of the location on the Westerly side is over said old road. Thence same course 1 rod and 18 links to a hole drilled in a stone monument imbedded in the ground and numbered 75. South 15° 15' West 5 rods and 1 link to stake No 76. South 14° West 4 rods and 23 links to stake No 77. South 11° 40' West 4 rods and 16 links to stake No 78. South 9° 35' West 4 rods and 17 links to stake No 79. South 7° 15' West 4 rods and 24 links to stake No 80. South 3° 15' West 4 rods and 19 links to stake No 81. South 0° 30' East 4 rods and 15 links to stake No 82. South 3° 5' East 4 rods and 22 links to stake No 83. South 6° East 4 rods and 20 links to stake No 84. South 7° 20' East 4 rods and 23 links to stake No 85. South 7° 23' East 5 rods and 20 links to stake No 86. At a point 2 rods Southerly of stake No 74 = 25 links. At stake No 75 = 25 links. At stake No 76 = 25 links. At stake No 77 = 25 links. At stake No 78 = 25 links. At stake No 79 = 25 links. At stake No 80 = 25 links. At stake No 81 = 25 links. At stake No 82 = 25 links. At stake No 83 = 25 links. At stake No 84 = 20 links. At stake No 85 = 15 links. and at stake No 86 = 10 links wide the location on the Easterly side is over land of the said Fitch Winchester. Remainder of the location on the Westerly side is over said old road. Same course 5 rods and 18 links to stake No 87. At the Southerly end and Westerly side and terminating in a point at the Northerly end the location is over said Winchester. And at the Northerly end and Easterly side 10 links and at the Southerly end 1 link wide the location is also on said Winchester. The location in the centre is over said old road. Same course 5 rods and 21 links to stake No 88. At the Northerly end and Westerly side 9 links and at the Southerly end 12 links wide. And at the Northerly

end and Easterly side 1 link wide and terminating in a point at the Southerly end the location is over said Winchester. Location in the centre is over said old road. Same course 5 rods and 9 links to stake No 89. Same course 5 rods and 17 links to stake No 90. Same course 20 links. At stake No 88 = 12 links. At stake No 89 = 12 links. At stake No 90 = 15 links. and at the termination of the last distance 15 ~~rods~~ links wide the location on the Westerly side is over said Winchester. At the Southerly end of the last distance 3 links. At stake No 90 = 3 links wide and terminating in a point 3 rods Northerly of said stake No 90 the location on the Easterly side is over said Fitch Winchester. The location in the centre is over said old road. Thence same course 4 rods and 19 links to stake No 91. At the Northerly end and Westerly side 15 links and at the Southerly end 8 links wide the location is over said Winchester. At the Northerly end and Easterly side 3 links and at the Southerly end 11 links wide the location is over land of Moses Sawin. The location in the centre is over said old road. Same course over said Winchester 2 rods to said road. At the Northerly end 8 links wide and terminating in a point at the Southerly end and Westerly side the location is over said Winchester. And at the Northerly end and Easterly side 11 links and at the Southerly end 19 links wide the location is over said road. The location in the centre is over said road. Thence same course over said road 3 rods and 19 links to stake No 92. At the Northerly end and Easterly side 19 links and at the Southerly end 50 links wide the location is over said Sawin. The location on the Westerly side is over said old road. Same course over said road 3 rods and 20 links to land of said Moses Sawin. At the Northerly end and Westerly side 25 links wide and terminating in a point at the Southerly end the location is over said road. The re=

mainder of the location on the Easterly side is over the land of Moses Sawin. Thence same course all over said Sawin 2 rods and 5 links to stake No 93. Same course 3 rods. From a point 2 rods and 5 links North of stake No 93 to the termination of the last distance the location is all over said Sawin. Thence same course over land of said Sawin 21 links to land of Fitch Winchester. At the Westerly side and Northerly end and terminating in a point at the Easterly side the location is over said Sawin. And at the Easterly side and Southerly end and terminating in a point at the Westerly side the location ~~location~~ is over land of Fitch Winchester. Thence same course all over said Winchester 28 links to a hole drilled in a stone monument imbedded in the ground and numbered 94. South 7° 30' East over land of said Winchester 30 links to land of A. L. Hobert. At the Westerly side and Northerly end and terminating in a point at the Easterly side the location is over said Fitch Winchester. And at the Easterly side and Southerly end and terminating in a point on the Westerly side the location is over said A. L. Hobert. Thence same course all over land of said Hobart 4 rods and 16 links to stake No 95. Same course 5 rods and 20 links to stake No 96. Same course 5 rods and 13 links to stake No 97. Same course 4 rods and 16 links to stake No 98. Same course 4 rods and 21 links to stake No 99. Same course 5 rods and 3 links to stake No 100. Same course 5 rods and 14 links to stake No 101. Same course 5 rods and 22 links to stake No 102. Same course 5 rods and 8 links to stake No 103. Same course continuing over land of said Hobart 3 rods and 6 links to the County road leading to Framingham. From a point 4 rods and 16 links Northerly of stake No 94 to the termination of the last distance the location is all over said A. L. Hobart. Thence same course 27 links. At the Easterly side

and Northerly end and terminating in a point at the Westerly side the location is over said Hobart. And at the Westerly side and Southerly end and terminating in a point at the Easterly side the location is over said County road. Thence same course over said road 17 links to a hole drilled in a stone monument imbedded in the ground and numbered 104. standing on the Southerly side of the said County road and connecting with the road leading to Cordaville, and bearing from the underpining of the Northeast corner of the dwelling house of Sullivan Pike North 87° 45' East and 11 rods and 19½ links distant therefrom. Bearing also from the underpining of the Southwest corner of the dwelling house of Doct. A. L. Hobart South 80° 45' West and 13 rods and 1 link distant therefrom.

Said road in its whole length is 534 rods and 15 link and throughout its whole extent is laid out and located three rods wide on the Easterly side of the metes and bounds aforedescribed and adjoining thereto with an additional point of land between the existing old road and the new road on land of Moses Sawin including all on said Sawin between said roads laid out and located on the Westerly side of the metes and bounds aforedescribed and adjoining thereto for material in constructing and maintaining said road.

The County Commissioners having heard all persons and corporations in relation to damages who desired to be heard thereon considered and adjudged that the following sums be paid to the several owners of land hereafter mentioned in full compensation for all damages which they will sustain by the location and construction of the road aforesaid.

John H. Bullard	65.00
William Morse	15.00
Evers Phillips	30.00
Fitch Winchester	150.00

Moses Sawin	103.00
A. L. Hobart	230.00
	$593.00

Rufus Brewer, Charles N. Fay, Peter Walker, and Russell Flagg relinquished all claim to damages by reason of the location of the ~~the~~ road aforesaid, and the Commissioners have awarded them none.

The side ditches on both sides from stake No 27 to stake No 32 must be extended one foot on each side with the same slope.

Also the side ditches on both sides from stake No 79 and extending to stake No 104 must be extended one foot with the same slope.

And now it is ordered that the said town of Southborough cause the road aforesaid which is within the limits of said town of Southborough to be worked, made, and completed in the most faithful and workman-like manner, and as follows, to wit: The said road must be thoroughly ploughed, where ploughing is practicable, and be thoroughly cleared of stones, stumps and roots. The top soil, where it is unsuitable for making a hard and permanent road, must be removed out of the travelled way, or may be used in embankment, if it be so placed as not to be within twelve inches of the surface of the road when finished. Where the materials within the travelled part of the road are unsuitable for making a hard and durable road, and the subsoil under the same is of a loamy or clayey character, a top covering of at least 8 inches of good gravel or some other good material (the best that can be obtained in the vicinity whether within or without the location of the road) will be required over the whole width of 20 feet for the travelled
6 part of the road. Where the subsoil is sand, the said travelled part of the road, after being properly graded must be uniformly covered over its whole width with a coat of loam four inches thick, and afterwards with a top covering of eight inches of good gravel, or some other good material spread evenly over its whole surface. Said road must be judiciously crowned from the exterior of the sides of the travelled part thereof to its centre to the height of 15 inches. And the travelled part thereof must be worked to the width of 20 feet exclusive of the side slopes and of the ditches; so that carriages and teams may pass with safety and convenience over any and every part of the 20
7 feet aforesaid. The said travelled part of the road must be worked in the centre of, and parallel to its location, without any regard to the additional widths laid out for materials in constructing the road, except near its angles which must be judiciously rounded so as to render its turnings as gradual and easy as practicable. In grading the road care must be exercised to avoid unnecessary undulations, and in no instance can an angle of ascent or descent in the direction of the road be allowed of greater magnitude, than is hereafter mentioned. The side ditches, where they are needed, must be constructed entirely without the travelled part of the road of 20 feet as aforesaid, and must be made by sloping from the exterior line of the travelled part of said road two and a half feet, at an angle of twenty-four degrees, or two and one half feet slope to one foot rise, to be measured horizontally with the base or chord line of the crown of the road; they must be

worked parallel with the centre line or longitudinal axis of the travelled part of the road, without unnecessary curvatures in their direction, and must gradually descend with a smooth even surface in the direction of the road, towards the point of discharge, in such manner that no water can permanently stand by the roadside. Over swamps or meadow land where the road is made by embankment, and is liable from its weight to settle or sink through the mud, the side ditch will in no instance be allowed, ~~and in all cases where the side ditch is required, care must be used not to sink it to a level of more than _____ inches below the centre of the road.~~ On the sides of hills where the road is made partly by embankments and partly by excavation, the road must be crowned, in manner before mentioned, from the edge of the interior slope of the ditch on the uphill side to the centre, and from thence to the exterior or down hill side must be made nearly or quite level. All sides of excavations or embankments where the materials are of a loamy or adhesive character, must be made at an angle not exceeding forty five degrees; where the materials are loose gravel or sand, the angle must not exceed thirty degrees from a horizontal line, or two feet slope to one foot rise. Said road must be firmly and substantially railed, where railing is necessary for the safety and convenience of the traveller; the railing must consist of straight handsome Chestnut or Cedar poles, not less in any part than six inches in diameter, and be securely fastened with iron bolts to stone posts two feet high above the face of the road, not less than eight inches in diameter, and embedded in the earth or embankment not less than three feet, and not more than twelve feet distant from each other from centre to centre. Where the sides of embankments are constructed or secured with substantial well laid stone walls, stones two feet high above the face of the road and not less than eighteen inches in diameter at their base may be substituted for the stone posts aforesaid. All joinings or splicings of said railing must be made on the summit or top of some one of the stone supports aforesaid, by chamfering the joining ends of each of said poles, at least one foot in length, in such manner that the chamfered faces will fit and lie close together, with the iron bolt aforesaid passing directly through the centre of said joining or splicing. Or a stone wall built in a substantial and workmanlike manner two and one half feet high above the face of the road, and placed on a good bank wall, may be substituted for the railing aforesaid. In all places where it is necessary to have railing, the road if constructed of earth slopes must be worked sufficiently wide to allow the posts which support said railing, to be firmly and

permanently placed in the embankment with the interior or inside thereof, not less than three feet within the edge of the slope of the embankment, and without, in any manner obstructing or interfering with said 20 feet for the travelled part of the road. Where the sides of embankments are constructed, or secured with substantial, well laid stone walls instead of the earth slopes before mentioned, (and where the materials can be obtained at a reasonable expense this kind of structure will be required) the road need be worked to no greater width than twenty-four feet on the top or face of the embankment, to furnish a firm support to the railing and the twenty feet clear of all obstructions for the travelled part of the road as aforesaid. All bridges must be constructed with substantial well laid stone abutments, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and a crowning of the road of 8 inches in addition; except the span of the arch or arches of a bridge, each exceed three feet in the clear, when it may be covered with good chestnut or white oak, three inch plank. Whenever a bridge is covered with plank, a continuous range of large flat stones must be
10 firmly embedded upon each side of the bridge for securing the edges of the plank against injury from wheels in their passage to and from said bridge. All bridges must be made twenty-four feet long measured at right angles with the direction of the road, and be substantially and properly railed to the height of 2½ feet, and to the width of not less than 20 feet between the railings clear of all obstructions. All necessary sluiceways must be made of the same length as the bridge, and be measured in the same manner, with good firm straight stone sides, or abutments not less than two feet apart, and 16 inches high, and be covered with the same material, with a top covering of not less than twelve inches of good gravel or some other good material, and the road over said sluiceways must be crowned 8 inches in addition. The owners of land over which said road is located, retain the legal right to construct cattle culverts, or farm bridges across and underneath the road for their accommodation and convenience, provided they do not thereby increase the ascent, or descent in the grading of the road, as hereafter described, and construct said culverts, or bridges, in manner prescribed for the bridge; and the said culverts when placed in, must forever after be maintained by such owners, their heirs, or assigns, in good repair, and in such condition as to render them safe and convenient for the traveller. In grading the road aforesaid, care must be used in front of any dwelling house where an excavation is required, to leave the side bank

thereof nearest said house, in the best shape for placing in a bank wall if the owner of said house shall so elect, otherwise so to slope such side bank as to cause the least possible injury to said house or the appurtenances thereto. Whenever an embankment is directed in front of a dwelling house, it must be constructed and sloped on that side of the travelled way nearest said house, in such manner as to render the road safe without the aid of railing (for in such case no railing can be allowed) and in such manner as to leave all passage ways to and from said house as perfect and as nearly in their present shape as may be.

Trees that have been planted and reared beside the proposed travelled way by the owners of land over which said location is made, whether for the fruits they yield, or the shade and ornament they furnish to the farms adjacent, are not to be removed, or injured, unless the construction and safety of the road absolutely require it.

Watering places by the road side, where they can be made, furnish so much comfort to animals and teams passing thereon, and so many conveniences to travellers themselves, that the commissioners presume to solicit the attention of the Inhabitants of the Town of Southborough to this subject, persuaded that a town cannot exhibit a spirit of liberality to the public more acceptably, at an inconsiderable expense, than by provisions of this kind, for which its own citizens will be amply remunerated by the convenience and accommodation thereby furnished to themselves.

And it is further ordered that the grading of the road aforesaid which is within the town of Southborough be so worked as not in any place to exceed the angles of ascent or descent from a horizontal line, hereafter mentioned. The grade pins are all placed in the centre of the location, are all driven down to near the surface of the earth, and the summits or tops of said pins are the points of admeasurement for ascertaining the amount of excavation or embankment. The summits or tops of those pins that are at grade, in connexion with the line of inclination, represent the base of the travelled part of the road, and the crowning of 15 inches required by this order, is, in all cases, to be considered as placed on or above the tops or summits of said pins and line. The grade pins that are mentioned in this description as being numbered, have a stake driven by the side of them, bearing the same number as the side stake opposite said grade pin and accompanying stake. The admeasurement is given in feet and the decimal parts of a foot. And said grading is as follows, to wit:

Commencing at the Northerly terminus at grade pin No 1 standing on the line between Marlborough and Southborough and in the centre of the location, and from said pin at grade to a point 7.52 ft under the surface of the earth at pin No 2 the inclination is 35' Descending. At pin No 2 excavate 7.52 ft. From a point 7.52 ft under the surface of the earth at pin No 2, to a point 0.23 ft under the surface of the earth at No 6 the inclination is 48' descending. At pin No 3 excavate 3.29 ft. At No 4 embank 4.51 ft. At No 5 embank 3.27 ft. At No 6 excavate 0.23 ft. From a point 0.23 ft under the surface of the earth at pin No 6, to a point 0.50 ft in air vertical at pin No 9 the inclination is 10' ascending. At pin No 7 excavate 0.81 ft. At No 8 embank 0.90 ft. At No 9 embank 0.50 ft. From a point 0.50 ft in air vertical at pin No 9 to a point 2.50 ft under the surface of the earth at pin No 18 the inclination is 40' ascending. At Pin No 10 embank 1.59 ft. At No 11 embank 0.22 ft. At No 12 excavate 6.00 ft. At No 13 excavate 2.02 ft. At No 14 embank 0.21 ft. At No 15 embank 1.25 ft. At No 16 excavate 3.57 ft. At No 17 excavate 1.16 ft. At No 18 excavate 2.50 ft. From a point 2.50 ft under the surface of the earth at pin No 18 to a point 2.50 ft under the surface of the earth at pin No 22 the inclination is 1° descending. At pin No 19 embank 0.38 ft. At No 20 excavate 0.16 ft. At No 21 embank 0.87 ft. At No 22 excavate 2.50 ft. From a point 2.50 ft under the surface of the earth at pin No 22 to a point 2.00 ft in air vertical at pin No 26 the inclination is 15' descending. At No 23 excavate 2.07 ft. At No 24 excavate 1.98 ft. At No 25 embank 0.38 ft. At No 26 embank 2.00 ft. From a point 2.00 ft in air vertical at pin No 26 to a point 1.40 ft in air vertical at pin No 32 the inclination is 1° 23' ascending. At pin No 27 embank 1.79 ft. At No 28 excavate 2.84 ft. At No 29 excavate 3.26 ft. At No 30 excavate 2.74 ft. At No 31 excavate 3.00 ft. At No 32 embank 1.40 ft. From a point 1.40 ft in air vertical at pin No 32 to a point 0.50 ft in air vertical at pin No 36 the inclination is 20' ascending. At pin No 33

embank 1.03 ft. At No 34 embank 1.37 ft. At No 35 embank 3.05 ft. At No 36 embank 0.50 ft. From a point 0.50 ft in air vertical at pin No 36 to a point 5.98 ft under the surface of the earth at pin No 40 the inclination is 2° 15' ascending. At pin No 37 embank 1.71 ft. At No 38 embank 1.00 ft. At No 39 excavate 4.64 ft. At No 40 excavate 5.98 ft. From a point 5.98 ft under the surface of the earth at pin No 40 to a point 3.00 ft in air vertical at pin No 43 the inclination is 1° ascending. At pin No 41 excavate 5.32 ft. At No 42 embank 1.63 ft. At No 43 embank 3.00 ft. From a point 3.00 ft in air vertical at pin No 43 to a point 11.30 ft in air vertical at pin No 47 the inclination is 3° 18' ascending. At pin No 44 embank 7.53 ft. At No 45 embank 8.88 ft. At No 46 embank 8.47 ft. At No 47 embank 11.30 ft. From a point 11.30 ft in air vertical at pin No 47 to a point 5.09 ft in air vertical at pin No 50. the inclination is 2° 5' descending. At pin No 48 embank 8.60 ft. At No 50 embank 5.09 ft. Pin No 49 is dropt. From a point 5.09 ft in air vertical at pin No 50. to a point 0.75 ft under the surface of the earth at pin No 51 the inclination is 1° 20' descending. At pin No 51 excavate 0.75 ft. From a point 0.75 ft under the surface of the earth at pin No 51. to a point 0.65 ft under the surface of the earth at pin No 52 is level. At pin No 52 excavate 0.65 ft. From a point 0.65 ft under the surface of the earth at pin No 52 to a point 3.00 ft in air vertical at pin No 54 the inclination is 1° 5' ascending. At pin No 53 embank 2.22 ft. At No 54 embank 3.00 ft. From a point 3.00 ft in air vertical at pin No 54 to a point 1.50 ft under the surface of the earth at pin No 59 the inclination is 2° 15' ascending. At pin No 55 embank 4.72 ft. At No 56 embank 4.44 ft. At No 57 embank 0.17 ft. At No 58 excavate 0.68 ft. At No 59 excavate 1.50 ft. From a point 1.50 ft under the surface of the earth at pin No 59 to pin No 62 at grade the inclination is 1° 55' ascending. At pin No 60 excavate 2.89 ft. At No 61 excavate 0.80 ft. Pin No 62 is at grade. From pin No 62

61 excavate 0.00 ft. Pin No 62 is at grade. From pin No 62

at grade to a point 3.00 ft under the surface of the earth at pin No 63 the inclination is 5' ascending. At pin No 63 embank 3.00 ft. From a point 3.00 ft under the surface of the earth at pin No 63 to a point 3.00 ft in air vertical at pin No 68 the inclination is 23' descending. At pin No 64 excavate 1.83 ft. At No 65 excavate 0.29 ft. At No 66 excavate 0.14 ft. At No 67 embank 2.49 ft. At No 68 embank 3.00 ft. From a point 3.00 ft in air vertical at pin No 68 to a point 2.42 ft in air vertical at pin No ~~68 to a point~~ 70 is level. At pin No 69 embank 3.35 ft. At No 70 embank 2.42 ft. From a point 2.42 ft in air vertical at pin No 70 to a point 2.08 ft under the surface of the earth at pin No 75 the inclination is 1°30' ascending. At pin No 71 embank 0.96 ft. At No 72 excavate 0.82 ft. At No 73 excavate 1.13 ft. At No 74 excavate 1.52 ft. At No 75 excavate 2.08 ft. From a point 2.08 ft under the surface of the earth at pin No 75 to a point 1.50 ft in air vertical at pin No 79 the inclination is 20' descending. At pin No 76 embank 0.44 ft. At No 77 embank 1.19 ft. At No 78 embank 1.33 ft. At No 79 embank 1.50 ft. From a point 1.50 ft in air vertical at pin No 79 to a point 4.10 ft under the surface of the earth at pin No 83 the inclination is 58' descending. At pin No 80 excavate 2.04 ft. At No 81 excavate 1.97 ft. At No 82 excavate 4.32 ft. At No 83 excavate 4.10 ft. From a point 4.10 ft under the surface of the earth at pin No 83 to a point 2.00 ft in air vertical at pin No 89 the inclination is 1°5' descending. At pin No 84 excavate 3.03 ft. At No 85 excavate 1.52 ft. At No 86 embank 0.39 ft. At No 87 embank 0.63 ft. At No 88 embank 0.78 ft. At No 89 embank 2.00 ft. From a point 2.00 ft in air vertical at pin No 89 to a point 3.00 ft under the surface of the earth at pin No 94 the is level. At pin No 90 embank 2.78 ft. At No 91 embank 3.42 ft. At No 92 embank 0.52 ft. At No 93 excavate 0.41 ft. At No 94 excavate 3.00 ft. From a point 3.00 ft under the surface of the earth at pin No 94 to Pin No 97 at grade the inclination is 40' descending. At pin No 95 excavate 4.07 ft. At No

96 excavate 2.65 ft. Pin No 97 is at grade. From pin No 97 at grade to a point 2.50 ft in air vertical at pin No 101 the inclination is 1°50' descending. At Pin 98 embank 1.18 ft. At No 99 embank 1.28 ft. At No 100 embank 1.00 ft. At No 101 embank 2.50 ft. From a point 2.50 ft in air vertical at pin No 101 to a point 0.75 ft under the surface of the earth at pin No 104 the inclination is 1°5' descending. At pin No 102 embank 1.73 ft. At No 103 embank 0.89 ft. At No 104 excavate 0.75 ft. Grade pin No 104 is at the Southerly terminus and in the centre of the location.

And it is further ordered that all other roads crossing, intersecting or connecting with the road aforesaid be so raised, lowered or widened at the points of their said crossings, intersections, or connections therewith as to render them perfectly safe and convenient for the travellers. And it is further ordered that the term of thirty days be allowed the several owners of land over which said road is located to remove their wood, timber, trees and crops thereon standing, lying and growing.

And it is further ordered that said road be worked and made hard, safe and convenient for travellers to pass over with their cattle, horses, teams, carts and carriages and that it be made and completed by the town of West Brookfield before the first day of September, A.D. 1854. to the acceptance of the County Commissioners.

When the road aforesaid was being ~~made~~ located application was made to the County Commissioners by the Agricultural Branch Rail Road Company by their President Ivers Phillips to view and determine definitely the manner in which the said Agricultural Branch Rail Road Company should cross by their Rail Road several of the town and County roads in the town of Southborough ~~and~~ and among others the town road over which the County road aforesaid is located. In adjudicating on said

13

petition the Agricultural Branch Rail Road Company were directed to construct their said crossing by ~~by~~ a bridge passing ~~over~~ said town or County road over said Rail Road as required by law: And also to construct the road from stake No 43 to stake No 51 consequently the Town of Southborough is excused from constructing what is embraced in the order commencing at stake No 43 and extending to stake No 51.

Otis Adams. Chairman

A Copy
Attest.

Wm. F. Smith Clerk.

The County Commissioners
notice for building a Road
from the northern
terminus of the Cordaville
road so Called to
Marlborough line
1853

Copied

Upon the Petition of Joseph Jennison and others, to us presented, for a new High-Way to be laid-out and located, from the bridge or Culvert a few rods southerly of the house occupied by Emery Bemis to the house of David Brewer;—We the Subscribers Selectmen of Southborough,—having given legal notice to all the owners of the land over which said new road was proposed to be located—have laid-out and located for the use of the town, a new town road as follows; viz
Commencing at a Stake No 0 which stands on the east line of the present old road, a few rods south of the Barn belonging to said Brewer; thence S 17° West 6 rods 13 links to Stake No 1; thence S 18° W 6 rods 10 links to Stake No 2; thence S 15° W 5 rods 22 links to Stake No 3; thence S 3° W 4 rods to Stake No 4; thence S 2½° E 6 rods 4 links to Stake No 5; thence S 4½° E 5 rods 15 links to Stake No 6; thence S 9° W 3 rods 2 links to Stake No 7; thence S 22° W 4 rods to Stake No 8; thence S 26° W 3 rods 15 links to Stake No 9; thence S 23° W 3 rods 8 links to Stake No 10; thence S 21° W 6 rods to Stake No 11 which last mentioned Stake is in the wall on the east line of the present old road and near the bridge or Culvert above mentioned.
Said new road is to be two rods wide, and to lie on the westerly side of said courses and bounds.
And the Selectmen have laid-out an additional piece of land, on the easterly side of said new road and adjoining thereto, for

the use of the Town:
~~materials in constructing and maintaining said road~~. The additional piece of land is bounded as follows viz: Commencing at Stake No. 3 thence east 3 rods to a Stake & Stones: thence S 3° W 4 rods to a Stake & Stones thence S 2½° E 6 rods 4 links to a Stake and Stones: thence W 3 rods to Stake No 5.

From Stake No 0 to Stake No 1 the location on the easterly side is over land of David Brewer: on the westerly side the location is over old road. From Stake No. 1, 4 rods 16 links the location on the easterly side is over land of said Brewer. on the westerly side the location is over old road. From thence to Stake No. 5 the location on the easterly side is over land of heirs of Elisha Bemis on the westerly side the location is over old road. From Stake No 5 to Stake No 7 the location is over old road. From Stake No 7 to Stake No 8 the location on the easterly side is partly over old road and partly over land of said heirs: on the westerly side the location is over old road. From Stake No 8 to Stake No 11 the location on the easterly side is over land of said heirs; on the westerly side the location is over old road. Whole length of road to be built is 54 rods and 14 links.

And we have filed in the Office of the town clerk the Bounderies and admeasurments of said new road seven days before the present meeting.

And we have assessed the damages incured by the owners of the land over which said new road passes, to be paid by the town of Southborough, as follows: viz,

To the Heirs of Elisha Bemis Seventy Five dollars

David Brewer relinquished all claim to damages by reason of the location of said new road, and we awarded him none.

And we allowed the owners of the land over which said new road passes two months to take off any trees or fences which may be standing on the same.

Which new road, is hereby reported to the town for their acceptance and when accepted and recorded is forever after to be known as a publick Town Way.

Dated at Southborough this sixteenth day of October in the year of our Lord one thousand eight hundred and fifty eight

David Brewer
Sylvestus C. Fay
Alger Nichols
William B. Wood

} Selectmen of Southborough

Report of
Selectmen in locating
a new road by the house
of Heirs of Elisha Bemis
from Emery Bemis to David
Brewer

Road from brick School
house southerly to Milton
Bridge Road.

1865

COPIED.

We the subscribers Selectmen of the town of Southborough have laid out for the use of the said town a town way as follows: Beginning at a stake on the westerly side of the road leading from Cordaville to Fayville at land of the Cordaville Manufacturing Company, thence through land of said Company North eighty nine and a half degrees West thirty five rods and eleven feet to a stake; thence through lands of said Co. North eighty two degrees West fifty six rods, thence through land of said Company North seventy seven and three fourths degrees West twenty five rods and continuing the same course through land of Fitch Winchester eighteen rods to a stake thence partly over the road leading from the Railroad Depot in Southborough and partly over land of Fitch Winchester south eighty five and a half degrees West forty one rods and seventeen feet to a stake by a large rock, thence North eighty five degrees West twenty six rods, thence continuing the same course partly over the road and partly over land of Curtis Woods, partly over said road and partly over land of William Libby ten rods to the road leading from the aforesaid Depot to Southborough Center — The first mentioned course crosses a town way leading from Cordaville to the aforesaid Depot, We have laid out the road three rods wide and to lie on the southerly side of said course. And we awarded the owners of the land over which said way passes for their damages, as follows:— to the said Cordaville Manufacturing Company fifty five dollars to Fitch Winchester fifty six dollars, to Curtis Woods twenty five dollars to William Libby thirty eight dollars, the aforesaid damages to be paid before the road is opened for travel. And we allowed the several owners of the land aforesaid ten days to take off the wood standing or growing thereon — Which road is hereby reported to the town for their acceptance and when accepted and recorded is forever after to be known as a public town way —

Dated at Southborough this sixteenth day of November in the year eighteen hundred and fifty

(Seal Seal)

Location of a Road from the Road at Cordaville to the Road near the Depot, November 16 1850.

Filed by the Selectmen in the Town Clerks Office Nov. 18 1850, at 3 h. 15 m. P.M.

attest, Sullivan Fay
Town Clerk

copied

COPIED.

Pltf's Petition
Baston Walker
Daniel Flint
vs
Selectmen
of
Grafton
Defendants

We the subscribers, Selectmen of the town Southborough have laid out for the use of the said town a town way as follows; Beginning at a stake and stones on the easterly side of the road leading from the house of Alfred M Hunt by the house of Charles Hastings at land of Chales Hastings: then through said Hastings land ~~[illegible]~~ North seventy eight degrees west two rods to the road leading from the house of Mason Whiting to Cordaville including all the land lying South of the said line between the above mentioned roads.

And we awarded the said Hastings no damage he having claimed none.

Which said road is hereby reported to the town for their acceptance; and when accepted and recorded, is forever after to be known as a public town way.

Dated at Southborough this sixteenth day of February in the year 1850

Peter B Howe
Charles W. Walker
Nathan Fay
Selectmen of Southborough

Duna Flagg

Selectmen's

Selectmen's
Report on road
near Charles Hastings.
Accepted & confirmed by the Town.

Filed in the Town Clerks
Office February 19 1850
at 5 o'clock P.M.

copied

COPIED

Pursuant to the Petition of Nathan Bruce and others for a Town Road to be laid out commencing near the house of Timothy Murry and running northerly to a stake and in pursuance of the law in such cases made and provided the Selectmen of the Town of Southborough, having given due and legal notice to all persons interested in the matter of said Petition, did on the fourteenth day of October inst. proceed to view and examine the premises mentioned in said Petition, and having fully understood the same, did then and there adjudge the laying out of said Road to be of common convenience and necessity and no person interested objecting thereto, the said Selectmen did then and there proceed to lay out said Road as follows, viz.
Beginning at a stake, North 24½° East, three rods and nineteen links, from the northeast corner of the house of Timothy Murry. Thence North ten and one half degrees East, twenty four rods over land of Boyd & Hartt, to a stake.
Said Road to be three rods wide, and to lie on the westerly side of said course.
And we have filed in the Office of the Town Clerk, the boundaries and admeasurements of said Road, seven days before the present meeting.
And we have assessed no damages to the owners of the land over which said Road passes.

Which said Road is hereby reported to the town for their acceptance; and when accepted, and recorded, is forever after to be known as a public town way.

Dated at Southborough this twenty eighth day of October in the year one thousand eight hundred and fifty four.

Curtis Newton
Trowbridge Brigham
George W Goodnow
Danas Flagg
Jonas Fay

Selectmen of Southborough

Accepted the
Report.
October 28th 1854.
No 6
Near Trinity Murray.

COPIED.

Pearl Street

1854

Rogers

On petition of Sullivan Fay Esqr and others for a widening and straitening of the Road leading northerly from the northern terminus of the county road that leads from Ashland to Faysville, to the county road, running from Southborough centre to Framingham; and for the location of a Road three rods wide over said route: We the subscribers, having viewed the premises, and having given due and legal notice to the owners of land, over which the said widening, straitening and location was to be made, of our intention to do the same, met agreeable to said notice, and proceeded to lay out, and locate a Town Way, as follows, viz

Beginning at a stake, near the northern boundary of the western line of the County Road above mentioned, (that runs from Ashland to Faysville) Thence N. 19° W. 23 rods and 15 links, over the old Worcester Turnpike so called, and land of Dexter Fay, and land of the heirs of Stephen Newton to a stake, at the end of the wall, opposite the office occupied by the Engineers of the Agricultural Branch Rail Road Company Thence N. 10¾° W. over the old road, and land of the heirs of the said Stephen Newton, and land of Lucas Thompson Jr and land of Dea Lucas Thompson and land of the said Rail Road Company, 55 r. and 14 links to the centre line of the Rail Road. Thence North 12° W. over the said Rail Road Companys land, and land of said Elmer B Thompson, 26 r. and 11 l. to a post in the fence near the house of the said Elmer B Thompson. Thence N. 19° W. over the land of said Elmer B Thompson and the old road, and over land of Grant Fay 27 r and 5 l. to a stake. Thence N. 9¼° W. over said old road, and land of Grant Fay

22 R. and 14 l. to a point on the bank wall, one foot west of a stake. Thence N. 12 ½° W. over land of said Grant Fay. 28 r and 17 l. to a stake at the said County Road leading from Southboro to Framingham. And the Road is to be three roods wide, and to lie on the easterly side of the line above described. The line on the easterly side passes over the said old Turnpike and lands of the following persons. viz. Dana Flagg Emerson Bigelow, Sylvester C. Fay, Heirs of Stephen Newton, Alfred Jones, the said Agricultural Branch Rail Road Co Lorenzo Gibbs, and Grant Fay. And we have filed in the office of the Town Clerk, the boundaries and admeasurements of said way seven days before ~~the present meeting~~. And we have assessed the damages incurred by the owners of the land, over which said Road passes, to be paid by the said Town of Southborough, as follows, viz. ~~To Hasenah D Fay one dollar~~. To Dana Flagg twenty five dollars. To Sylvester C Fay twenty five dollars To Emerson Bigelow fifteen dollars. To the heirs of Stephen Newton, One hundred and twenty five dollars To Alfred Jones twenty two dollars. To Lucas Thompson Jr three dollars. To Dea. Lucas Thompson forty dollars. To Elmer B Thompson eight dollars. To Lorenzo Gibbs twenty two dollars. To Grant Fay one hundred dollars And we allowed the several owners of the land two months to take off any trees or fences which may be standing on the same. Which Road is hereby reported to the Town for their acceptance, and when accepted and recorded is forever after to be known as a public Town way.

And we would recommend that the Town, allow as many of the Fruit trees, standing along the borders of the Road above reported, as will not be in the way of the public travel, to remain, for the benefit

of the owners.

Dated at Southborough this sixth day of November in the year one thousand eight hundred and fifty four

Curtis Newton
Trowbridge Brigham
George W. Goodnow
Duna Flagg
Jonas Fay
} Select men of Southborough

New Town Road
in Fayette
Nov. 6. 1854.

COPIED.

Pursuant to the Petition of Denna Brigham and others for an alteration and straightening of the Road leading from Dea. Webster Johnson's to Warren Buck's, and to the law in such cases made and provided, the Selectmen of the Town of Southborough having given due and legal notice to all persons interested in the matter of said Petition, did on the twentyfourth day of September current proceed to view and examine the Road mentioned in said Petition, and having fully understood the same, did then and there adjudge that the widening of a portion of said Road is of common convenience and necessity; and no person interested objecting to said widening, the said Selectmen did then and there proceed to make said widening on the northerly side of said Road, as follows, viz; beginning on the northerly side of said Road easterly of the house of Denna Brigham, above named near a large Elm at the land of Samuel Brigham thence running North 60 degrees West ten rods and nineteen links to a stake standing in a line of the easterly end of said Brigham's house, and fifteen and a half feet distant from the southerly corner of said house, thence running North forty eight degrees West three rods on a line parallel with the front of said Brigham's house to a stake, thence north thirty five and a half degrees West six rods to the Town Road near said Warren Buck's, and we agreed with the said Samuel & Denna Brigham who are the owners of all the land over which said widening passes that they will charge no damages; which said widening is hereby reported to the Town for their acceptance, and when accepted and recorded, this widening is forever after to be known as a part of said Road or highway

Dated at Southborough this

twenty seventh day of September in the year of our Lord, one thousand eight hundred and fifty three

Curtis Newton
Woodbridge Brigham
George W. Goodwin
Dana Flagg
Jonas Fay
} Selectmen of Southborough

Selectmen's Report on the Petition of Dana Bigelow and others
Sept. 27. 1853.

COPIED.

Pursuant to the Petition of Silas E. Brigham and others for straightening and widening the Road running from the County Road near Mr. Samuel Brigham's by Mr. Brigham Fay's house to Marlborough and in pursuance of the law in such cases made and provided, the Selectmen of the Town of Southborough, having given due and legal notice to all persons interested in the matter of said Petition, did on the twenty fourth day of September current, proceed to view and examine the Road mentioned in said Petition, and having fully understood the same, did then and there adjudge that the widening of a portion of said Road is of common convenience and necessity, and no person interested objecting to said widening, the said Selectmen did then and there proceed to make said widening on the southerly side of said Road near the house of Silas E. Brigham as follows, viz; Beginning a few rods easterly of said Brigham's house at a corner of lands of James Williams on the line of lands of Senna Brigham, thence running North twenty eight degrees forty five minutes East six rods over land of Senna Brigham, to a stake, thence North thirty two degrees and forty minutes East two rods and six links over land of said Senna Brigham to the middle of a Brook, thence the same course five rods and four links over lands of Jonathan Walker to a stake, thence North thirty eight and a half degrees East three rods and five links over said Jonathan Walkers land to the south line of the Road aforesaid; and we agreed with the said Senna Brigham and Jonathan Walker, over the lands of whom said widening passes

to remove the wall and fence at the expense of the Town from their present position and to place them upon the line of the widening above described; and the said Selectmen having heard the owners of the lands over which said widening is made in regard to the damages sustained by them in consequence of said widening do award and estimate the same to be paid them as follows, viz:
To Senna Brigham three dollars, and to Jonathan Walker two dollars and fifty cents, and said widening is hereby reported to the Town for their acceptance, and when accepted and recorded, this widening is forever after to be known as a part of said Road or highway.

And the said Selectmen further report that they do not find any other widening or alteration of the Road as now laid out and fenced, necessary; but they adjudge that common convenience and necessity require that the Hill between Mr. Brigham Fay's and Marlborough line be reduced and graded according to the specification and plan herewith submitted.

Dated at Southborough this twenty seventh day of September in the year of our Lord one thousand eight hundred and fifty three,

Trowbridge Brigham } Selectmen
Danas Flagg } of
Jonas Fay } Southborough

Selectmens Report on the
Petition of Silas E. Brigham
~~others~~ and others

Sept. 7. 1853.

Upon the Petition of Melvin Barney and others, to us presented, for a highway to be laid out and located commencing near the School house in Ward number 2 and leading southerly by the house of said Barney to the new bounty road which leads from Framingham to Southborough, We, the Subscribers, Selectmen of said Southborough, having adjudged that the prayer of said Petitioners ought in part to be granted, and having given legal notice to the owners of land over which said new road or highway is proposed to be built, have laid out for the use of the town a town way as follows viz; Commencing at a stake near the center of the present old road, a little southwest of the house of said Barney, thence N 5¼° W 10 rods to an angle; thence N 9° W 5 rods to an angle; thence N 12½° W 5 rods to an angle; thence N 14° W 3 rods to an angle; thence N 23½° W 4 rods to an angle; thence N 29° W 4 rods to an angle; thence N 32¾ W 4 rods to a stake which is near the center of the present old road.

Said road which is newly laid out and located is thirty five rods in length; and is laid out two rods wide and the aforesaid metes and bounds are in the center of the location.

And we have filed in the Town Clerk's office of said Southborough, the ~~metes and~~ boundaries and admeasurements of said way, seven days before the present meeting. And

TOWN WAY.

we have assessed the damages incurred by the owners of land over which said road passes, to be paid by the town of Southborough as follows viz

To Peter P Howe — Three Dollars $ 3.00
" Sullivan F Arthart — Fifteen " 15.00
$ 18.00

And we allowed the several owners of the land over which said road is located, thirty days to remove their wood, trees, fence & crops thereon standing lying or growing. And said road is hereby reported to the town for their acceptance; and when accepted and recorded, is forever after to be known as a public Town-way.

Dated at Southborough this twenty seventh day of August in the year of our Lord one thousand eight hundred and fifty five.

Curtis Newton
George W Goodnow } Selectmen
Dana Flagg
Caleb S Williams } of Southborough

TOWN WAY.

Report
of the
Selectmen in laying
out a Road in the easterly
part of Southborough

Aug 27/1855

COPIED.

Commonwealth of Massachusetts.

Worcester, ss.

At a meeting of the County Commissioners of the County of Worcester, begun and holden at Worcester within and for the County of Worcester on the fourth Tuesday of December, being the twenty seventh day of said month, A.D. 1853.

Whereas in the order of the County Commissioners for the construction of a County road in the Town of Southborough on the petition of Amaziah Atwood and others and recorded at a meeting held on Friday the twenty fifth day of November A.D. 1853, it being an adjournment of the September Term, the word West Brookfield was used in that part of the order requiring said town to construct said road before the first day of September A.D. 1854. Now it is hereby ordered that the Record be amended by substituting the word Southborough for West Brookfield, and the order as amended will read as follows, to wit.

"And it is further ordered that said road be worked and made hard, safe and convenient for travellers to pass over with their cattle, horses, teams, carts and carraiges and that it be made and completed by the town of Southborough, before the first day of September A.D. 1854 to the acceptance of the County Commissioners. And that this order shall go on file and become a matter of record and a copy thereof be transmitted to the Town Clerk of the Town of Southborough for the benefit of said town.

Otis Adams, Chairman

A copy attest Wm. F. Smith, Asst. Clerk.

And Amendment to
the Order by the County
Commissioners for
building the road
to Marlborough
1853

Upon the Petition of George W Goodnow and others, to us presented, for a new High-Way to be laid-out and located, between the termini mentioned in said Petition:- We the Subscribers, Selectmen of Southborough (having given legal notice to all the owners of the land over which said road or High-Way was proposed to be located, seven days before the time appointed by us to lay-out the same), have laid-out and located for the use of the town a town way as follows viz: Commencing at the old County road leading from Southborough Center to Framingham, at a Stake No. 0 situate 16 rods 24 links distant from the Southeast corner of the underpinning to the Sash & Blind Factory of Willard B Rice, at a bearing S 88¼ E from said corner: thence from said Stake N 41° W 6 rods 2 links to Stake No. 1 thence N 38° W 9½ rods to Stake No. 2. thence N 33° W 5 rods 15 links to Stake No. 3. thence N 26¼° W 4 rods 18 links to Stake No 4: thence N 11° W 3 rods 7 links to Stake No. 5; thence N 7° W 4 rods 9 links to Stake No. 6: thence N ½ W 11 rods 16 links to Stake No. 7; thence N 1° E 10 rods 4 links to Stake No. 8; thence N 3° W 8 rods 17 links to Stake No. 9; thence N ½ E 14 rods 4 links to Stake No. 10; thence N 1° W 9 rods 10 links to Stake No. 11: thence N 10° W 17 rods 14 links to Stake No. 12 thence N 1¼° E 4 rods 8 links to Stake No. 13: thence N 9½ E 6 rods 22 links to Stake No. 14: thence N 22° E 2 rods to Stake No. 15; thence N 23½ W 1 rod 10 links

to Stake No. 16, which last mentioned Stake is situate 12 rods 2 links distant from the Southeast corner of the underpinning to the house of George W Goodnow, at a bearing S 30° E from said corner.
Said road is One hundred nineteen rods 18 links in length, two and one half rods in width and is to lie on the Easterly side of the courses and bounds aforesaid.
From Stake No. 0 to Stake No. 2 the location on the westerly side is over land of Willard B Rice, and part of the way on the easterly side the location is over land of John Nichols, otherwise the location is over old road. From Stake No. 2 to Stake No. 5 the location on the easterly side is over land of John Nichols on the westerly side the location is over old road. From Stake No. 5 to Stake No. 7 the location on the easterly side is over land of Horace Nichols, on the westerly side the location is over old road. From Stake No 7, 3 rods 10 links the location on the easterly side is over land of Horace Nichols, from thence to Stake No. 10 the location on the easterly side is over land of Daniel Brewer, and all the way from Stake No 7 to Stake No 10 the location on the westerly side is over old road. From Stake No 10 to Stake No 11 the location on the westerly side is over land of Dexter Fay, on the easterly side the location is over land of Daniel Brewer, otherwise the location is over old road. From Stake No. 11 to Stake No. 12 the location on the westerly side is, part of the way over land of Daniel Brewer and part of the way over old road, on the easterly side all the

way. the location is over land of Daniel Brewer, otherwise the location is over old road. From Stake No 12 to Stake No 15 the location on the easterly side is over land of Daniel Brewer and on the westerly side the location is over old road. From Stake No 15 to Stake No. 16 the location is over old road.

And we have filed in the office of the Town Clerk, the Bounderies and Admeasurments of said new Town Way, seven days before the present meeting. And we have assessed the damages incured by the owners of the land over which said new road passes, to be paid by the town of Southborough, as follows viz

To Daniel Brewer	$ 35 –	Thirty five dollars
" Horace Nichols	11	Eleven dollars
" John Nichols	5	Five dollars
" Willard B Rice	15	Fifteen dollars
" Dexter Fay	2	Two dollars

And we have agreed that when the said new road is built (if it shall be built at all) the access to the pasture of Daniel Brewer shall be made as convenient as it now is.

And we have allowed the owners of the land over which said new road passes, one month to take off any trees or fences which may be standing on the same.

Which Road is hereby reported to the Town for their acceptance, and when accepted and recorded is forever after to be known as a public Town Way.

Dated at Southborough Oct 23 1857

James Williams
Warren Parmenter
David Brewer
Sylvester C Fay
} Selectmen of Southborough

Report of the
Selectmen
Oct 1857

accepted Nov. 3d 1857
Laid out by the Selectmen
Attest Wm Greenwood
Town Clerk

Road from Rice Mill
N W. toward Marlboro

COPIED.

Pursuant to the Petition of Denna Brigham and others for an alteration and straightening of the Road leading from Dea. Webster Johnson's to Warren Bucks, and to the law in such cases made and provided, the Selectmen of the Town of Southborough having given due and legal notice to all persons interested in the matter of said Petition, did on the twenty-fourth day of September current proceed to view and examine the Road mentioned in said Petition and having fully understood the same, did then and there adjudge that the widening of a portion of said Road is of common convenience and necessity; and no person interested objecting to said widening the said Selectmen did then and there proceed to make said widening on the northerly side of said Road as follows, viz; Begining on the northerly side of said Road easterly of the house of Denna Brigham above named at a large Elm, at land of Samuel Brigham thence running North 60 degrees West ten rods and nineteen links to a stake standing in a line of the easterly end of said Denna Brigham's house and fifteen and a half feet distant from the southerly corner of said house, thence running North forty-eight degrees West three rods on a line prallel with front of said Brigham's house to a stake, thence North thirty-five and a half degrees West six rods to the Town Road near said Warren Bucks, and we agreed with the said Samuel and Denna Brigham who are the owners of all the land over which said widening passes that they will charge no damages; which said widening is hereby reported to the Town for their acceptance, and when accepted and recorded,

this widening is forever after to be known as a part of said Road or highway.

Dated at Southborough this twenty seventh day of September in the year of our Lord one thousand eight hundred and fifty three.

Crowbridge Brigham } Selectmen of Southborough
Dana Flagg
Jonas Clay

Selectmens Report on the Petition of Dana Brigham and others

1853

On the petition of Oliver S Sanford and others, and after giving due and legal notice of our intention to do so. We, the subscribers Selectmen of the town of Southborough, have laid out for the use of said town, a town way as follows:

Beginning at a stake (or post) south 62½° E 3 rods and 3 links from the eastern monument of the County road running from Cordaville to the old Southbor. Depot: Thence north 86½° degrees east 71 rods to a stake, on land of Philo Sanford: Thence north 88° east 21 rods to a stake at the wall. The above described road passes 500 feet over land of Cordaville Manufacturing Company. then crossing the old road leading from Cordaville to the house of O S Sanford 33 feet. then over land of Curtis Woods 191 feet. then over land of Philo Sanford 794 feet making the whole length of line 92 rods. and the road is to be three rods wide and to lie on the northerly side of the above described courses. And we awarded to Curtis Woody forty dollars damages, to be paid by said town, before said road is opened: And we allowed the several owners of land aforesaid, two months to take off any wood standing or growing thereon. Which said road is hereby reported to the town for their acceptance; and when accepted and recorded, is forever after to be known as a public town way

Dated at Southborough this tenth day of February in the year 1855

Curtis Newton
Trowbridge Brigham
George W Goodnow
Jonas Fay
} Selectmen of Southborough

Petition of
C. S. Sanford & Others

N 55

No 5.

COPIED.

Line run

Commonwealth of Massachusetts

Worcester ss.

At a meeting of the County Commissioners of the County of Worcester, held at Worcester within and for the County of Worcester, on the third Tuesday of June 1855.

Whereas the Agricultural Branch Rail Road Company, by the petition of their President Avers Philips, respectfully represents, that they have located and propose to build their Rail Road over and across the following town and County roads in the town of Southborough in said County, (viz.) No. 1 is a town road near the house of Hugh Riley; at this point the Rail Road is located over a portion of the said town road; said petitioners ask that the location of the road may be changed by moving it to the North and nearer to the house of Mr. Riley, so as not to cross or interfere with their Rail Road, and such order passed concerning the same as may be thought best. No. 2 is a town road leading from the house of Capt. Francis Fisher by Charles Fisher's to Peter Hay's; and said petitioners ask leave to cross the same at grade, or in such manner as the Commission shall order. No. 3 is a town road leading from the house of Silas Brigham to Malborough; and said petitioners ask leave to cross it at grade or otherwise, as the Commissioners shall direct. No. 4 is the County Road leading from Southborough to Northborough; and said petitioners have found it necessary from the nature of the ground to locate their Rail Road for some distance in said County Road, and afterwards to cross the same; said petitioners ask the Commissioners to change the location of the County road, by moving it to the south, where the Rail Road is now located in the county road, and then to bring the location of the County road across the Rail Road at grade, at such point as may be deemed best, or to pass such order or orders in regard to

altering the location of the County Road, and the crossing of the same, as in the opinion of the Commissioners, the circumstances of the case demand. Therefore the Agricultural Branch Rail Road Company request the County Commissioners, after due notice has been given, to proceed and view the several locations described in the foregoing petition, and direct definitely what alterations (if any) shall be made in any of said town or County roads, and how said Crossings shall be constructed, and pass such order or orders with reference to any and each of said alterations and crossings as they shall consider necessary and proper.

On the petition aforesaid, the County Commissioners caused notice to be given to all persons and Corporations interested therein, that said Commissioners would meet at the Hotel in Northborough centre in said County, on Thursday the twenty sixth day of April last, at two of the clock in the afternoon, by publishing an attested copy of said petition and of this Order thereon in the Daily Transcript, a Newspaper printed in Worcester in said county, once in a week for three weeks successively, the last publication to be fourteen days, at least, before the day aforesaid, and by causing the town Clerk and Selectmen of said town of Southborough to be served by J. L. Baker, a Deputy Sheriff of said County, with an attested copy of said petition and Order, thirty days, at least, and also by posting up an attested copy thereof in two public places in said town of Southborough, fourteen days, at least, before the day last aforesaid, at which time and place the said Commissioners would proceed to view the route set forth in said petition, to hear all persons and Corporations interested therein who might then and there desire to be heard thereon, and if they should adjudge that the prayer of said petition ought to be granted, then to direct definitely what alterations (if any) should be made

definitely what alterations (if any) should be made

in any of said town or County Roads, and how said crossings shall be constructed; and pass such orders with reference to any and each of said alterations and crossings as they shall consider necessary and proper and to assess all such damages as any person or Corporation might sustain by the location and construction of the alterations aforesaid).

The County Commissioners having met at the time and place and for the purposes before mentioned and having, in company with the President of the Agricultural Branch Rail Road Company, and the selectmen of said Southborough, on so much of said petition as relates to No. 1, the the first alteration therein described, of a town road in Southborough, in said County, near the house of Hugh Riley, viewed the premises and heard all persons and Corporations interested therein who expressed a desire to be heard thereon, and the Selectmen of said Southborough consenting thereto, adjudged that the prayer of said petition ought to be granted, that said road ought to be altered in the following manner (viz.) Beginning at the Easterly terminus thereof, at a hole drilled in a stone monument imbedded in the ground and numbered 1, standing on the Northerly line of said old town road. Thence in Southborough and over land of Hugh Riley, South 53° West 68 feet, to a hole drilled in a stone monument imbedded in the ground and numbered 2. Thence South 55½° West over land of said Riley, 91 feet. At the westerly end the whole location and terminating in a point at the easterly end on the Northerly side at stone monument No. 1, is over land of said Riley, the remainder of the location on the southerly side is over said old town road. Thence the same course 9 feet to a hole drilled in a stone monument imbedded in the ground and numbered 3. Thence South 57°36' West and over land of said Riley 95 feet to a hole drilled in a stone monument imbedded in the ground and numbered 4. Thence South 59° West over land of said Riley, 80 feet to a hole drilled in a stone monument imbedded in the ground and numbered 5. Thence South 59°41' West, over land of

said Riley, 29 feet. From a point 9 feet easterly of stone monument No. 3 to the termination of the last distance, the location is all over land of said Riley. Thence the same course over land of said Riley 66 feet to a hole drilled in a stone monument imbedded in the ground and numbered 6. Thence South 62° 2' West, over land of said Riley 123 feet to a hole drilled in a stone monument imbedded in the ground and numbered 7, standing at the westerly terminus of said alteration and on the Northerly line of said old road. From a point 29 feet westerly of stone monument No. 5 the whole location, and terminating in a point at the Westerly terminus on the Northerly side at stone monument No. 7, is over land of said Hugh Riley, the remainder of the location on the southerly side is over said old town road.

Said road is located on the southerly side of the metes and bounds and adjoining thereto and 35 feet wide at stone monument No. 1, thence diverging to 40 feet wide at 22 feet distant therefrom, thence 40 feet wide to a point 74 feet westerly of stone monument No. 6. Thence converging to 30 feet wide at stone monument No. 7.

The traveled part of said road is hereby ordered to be worked to the width of 18 feet with a crowning of 12 inches, exclusive of the side slopes and ditches thereof.

The County Commissioners having heard all persons and Corporations interested in relation to damages, who expressed a desire to be heard thereon, adjudged that the sum of one hundred and twenty five dollars be paid by the Agricultural Branch Rail Road Company to the said Hugh Riley, in full compensation for all damage which he sustains by the location of the alteration aforesaid and the construction thereof.

The County Commissioners having met at the time and place and for the purposes before men-

at the time and place and for the purposes before men-

tioned, and having in company with the President of the Agricultural Branch Rail Road Company and the said selectmen of Southborough, on so much of the petition as relates to No. 2 a crossing at grade of the town road leading from the house of Capt. Francis Fisher by Charles Fisher's to Peter Fay's viewed the premises, and heard all persons and corporations interested therein who expressed a desire to be heard thereon and ascertained that said Agricultural Branch Rail Road Company propose to cross said town road at nearly a right angle and a grade of about 4 feet below the present grade of said old road.

The Commissioners beleiving that an excavation of that depth would render said crossing unsafe and inconvenient suggested that an excavation of 2.06 ft. was all that should be allowed, and the said selectmen of Southborough, consenting to that proposition; it was adjudged that the prayer of said petition ought to be granted, and that said Agricultural Branch Rail Road Company be authorized to construct said crossing of said town road at grade by excavating said town road 2.06 ft. to a level with the tops of the rails of said Rail Road. The approach thereof on the Northerly side to be so worked that the inclination shall not exceed 3°, and the travelled part to be worked the width of 20 feet from the rails of said Rail Road to the old road running nearly parallel with, and northerly of said Rail Road and with a crowning of 10 inches exclusive of the side slopes and ditches.

The approach on the southerly side to be so worked that the inclination shall not exceed 1° and the travelled part of said road to be worked to the width of 20 feet at the rails of said Rail Road and converging to 16 feet in width at the distance of 2½ rods from said crossing with a crowning of 10 inches exclusive of the side slopes and ditches thereof.

The County Commissioners having met at the

time and place and for the purposes before mentioned, and having in company with the President of the Agricultural Branch Rail Road Company, and the Selectmen of said Southborough, on so much of said petition as relates to No. 3 a town road leading from the house of Silas Brigham to Malborough, viewed the premises and heard all persons and Corporations therein who expressed a desire to be heard thereon and ascertained that the Agricultural Branch Rail Road Company propose to cross said town road quite diagonally and at a grade of .91 ft. below the present grade of said old road and the Selectmen of said Southborough consenting thereto; it was adjudged that the prayer of said petition ought to be granted and that said Agricultural Branch Rail Road Company be authorized to construct said crossing at grade by lowering said town road to the same level as the tops of the Rails of said Rail Road provided the approaches thereof be worked so that the inclination shall not exceed 1°, and the travelled part to be worked to the width of 20 feet and a crowning thereof of 10 inches exclusive of the side slopes and ditches.

The County Commissioners having met at the time and place and for the purposes before mentioned, and having in company with the President of the Agricultural Branch Rail Road Company and the Selectmen of said Southborough on so much of the petition as relates to No. 4 an alteration of the County road leading from Southborough to Northborough and a crossing at grade of the same, viewed the premises and heard all persons and Corporations interested therein who expressed a desire to be heard thereon, the Selectmen of said Southborough consenting thereto, considered and adjudged that the prayer of said petition ought to be granted and that said Rail Road Company be authorized to make the alteration and crossing at

grade of said County road as follows, said alteration to

authorized to make the alteration and crossing at

grade of said County road as follows. Said alteration to begin at the Easterly terminus thereof at a hole drilled in a stone monument imbedded in the ground and numbered 1 standing on the southerly line of said county road. Thence North 71½° West over land of Silas E. Brigham 124 feet, at the Westerly end of said distance, the whole location and terminating in a point at the Easterly end, is over land of said Silas E. Brigham, the remainder of the location is over said old county road. Thence the same course 256 feet to a hole drilled in a stone monument imbedded in the ground and numbered 2. Thence North 80⅓° West 242 feet to land of George Walker. From a point 124 feet westerly of stone monument No. 1 to the westerly end of the last distance the location is all over land of Silas E. Brigham, thence the same course over land of George Walker 248 ft. to a hole drilled in a stone monument imbedded in the ground and numbered 3. Thence North 83¾° West 94 feet. From a point 242 ft. Westerly of stone monument No. 2 to the termination of the last distance, the location is all over land of said George Walker. Thence the same course over land of said Walker 112 feet to land of said Silas E. Brigham. At the Easterly end the whole location and terminating in a point at the westerly end on the southerly side, the location is over land of said George Walker, the remainder of the location on the northerly side is over land of Silas E. Brigham. Thence the same course over land of said Silas E. Brigham, 7 feet to a hole drilled in a stone monument imbedded in the ground and numbered 4. Thence North 81½° West 138 feet to a hole drilled in a stone monument imbedded in the ground and numbered 5. Thence North 74° West 259 feet to a hole drilled in a stone monument imbedded in the ground and numbered 6. Thence North 52½° West 82½ feet, to a hole drilled in a stone monument imbedded in the ground and numbered 7. Thence North 44¾° West 60 feet. From a

point 7 feet easterly of stone monument No. 4 to the westerly end of the last distance, the location is all over land of said Silas E. Brigham. Thence the same course 27 feet to a hole drilled in a stone monument imbedded in the ground and numbered 8. Thence continuing over land of said Silas E. Brigham North 23¼° West 171 feet to a hole drilled in a stone monument imbedded in the ground and numbered 9, standing on the southerly line of said old County road. From a point 27 feet easterly of stone monument No. 8 to stone monument No. 9 the location is over land of Silas E. Brigham, the Agricultural Branch Rail Road and said old county road.

Said Alteration of road is located fifty feet wide and on the Northerly side of the aforesaid metes and bounds and adjoining thereto

The County Commissioners having heard all persons and Corporations interested in relation to damages, who expressed a desire to be heard thereon, adjudged that the following sums be paid the several persons hereafter named, by the Agricultural Branch Rail Road Company, in full compensation for all damages which they will sustain in consequence of the location and construction of the alteration of said County Road.

To Silas E. Brigham	$64.68
" George Walker	$11.25
Total	$75.93

The County Commissioners hereby authorize the Agricultural Branch Rail Road Company to construct their Rail Road across the alteration of said county road as prayed for, at grade, provided the approaches thereof be so worked that the inclination shall not exceed one degree.

And it is ordered that the said Agricultural Branch Rail Road Company, cause the alteration of said county road to be worked made and completed in the

Branch Road Road Company, have the alteration of said county road to be worked made and completed in the

most faithful and workmanlike manner. Said road must be ploughed where ploughing is practicable, and cleared of stones stumps and roots and must be filled or embanked over the swamp or meadow land to the height of 3¼ to 4¾ feet, exclusive of the crowning of said road and the high points of land so excavated and graded, that the inclination of any part of the travelled road shall not exceed one and one [illegible] degree. Said road must be judiciously crowned from the exterior sides of the travelled part thereof to the height of 14 inches, and the travelled part must be worked to the width of 20 feet exclusive of the side slopes and ditches so that carriages and teams may pass with safety and convenience over any and every part of the 20 feet aforesaid.

The travelled part of the road must be worked in the centre of and parallel to its location.

In constructing this road care must be exercised to avoid unnecessary undulations, and the side ditches, where they are needed, must be constructed entirely without the travelled part of the road of 20 feet as aforesaid, by sloping from the exterior lines of the travelled part, 2½ feet, on an angle of 24 degrees.

Over the swamp or meadow land, where the road is constructed by embankment the sides of the travelled part must be so raised that the crowning will not exceed 8 inches.

Said road must be firmly and substantially railed where railing is necessary for the safety and convenience of the traveller to the height of 3½ feet.

And it is ordered that the aforesaid alteration of roads and grade crossings be constructed and made hard safe and convenient for the traveller and completed before the 20th day of September 1855 to the acceptance of the County Commissioners.

And it is further ordered that a copy of this adjudication, location and order of construction of the alterations

and the grade crossings be sent to the President of the Agricultural Branch Rail Road Company and a copy also to the town Clerk of the town town of Southborough there by him to be recorded in said town Book of Records, for the information of the inhabitants of said town and that said roads may be forever known and maintained as a town and County roads.

Bowen Nye }
Asaph Wood } County Commissioners.
Zadok A. Taft }

A Copy Attest Wm. Smith Clk Cmrs

Alteration of Town Roads near Francis Fisher and others 1865

COPIED.

Commonwealth of Massachusetts.

Worcester, ss.

At a Meeting of the County Commissioners of the County of Worcester, held at Worcester within and for the County of Worcester on the fourth Tuesday of December A.D. 1856, and by adjournment on Wednesday the thirty first Day of December A.D. 1856.

The County Commissioners have examined the work and manner of making the following described alterations, and crossings of Roads in the Town of Southborough authorized and directed on the petition of Ivers Phillips, President of the Agricultural Branch Rail Road Company for the purpose of avoiding their Said Rail Road and to facilitate the crossing over the Same, and recorded at the meeting held in June A.D. 1855. (Viz) an alteration of a town road near the house of Hugh Riley for the purpose of avoiding Said Rail Road the Same being numbered 1 in their petition.

Also the crossing of the town road leading from the house of Capt. Francis Fisher by Charles Fishers to Peter Fay's the Same being numbered 2 in their petition.

Also the crossing of a Town road leading from the house of Silas Brigham to Marlborough the Same being numbered 3 in their petition.

Also an alteration of a County road Leading from Southborough to Northborough and in connection therewith a crossing of the Same by their Rail Road the Same being numbered 4 in their petition.

And the County Commissioners find that the alterations of Said town and County roads, and the crossings of the County and town roads aforesaid over Said Agricultural Branch Rail Road authorized and directed for the purpose of avoiding the crossing Said Rail Road or for facilitating the crossing over the Same, as afore described, have been worked and made in pursuance of the orders and directions heretofore given for that purpose.

It is therefore ordered that the Several crossings of the County

and Town roads aforesaid over Said Rail Road and the alterations of County and town roads afore named be accepted and Established as Rail Road crossings, County or town roads; and that they be Severally opened known and used as Such forever hereafter.

* *

The County Commissioners have also Examined the work and manner of making the following described Crossings of County and Town roads in the Town of Southborough over the Agricultural Branch Rail Road authorized and directed on the petition of the Agricultural Branch Rail Road Company by their president Ivers Phillips for the purpose of facilitating the crossing over the Same and recorded at the meeting held on the Second Tuesday of September A.D. 1853. and by adjournment to Friday the twenty fifth day of November A.D. 1853. (Viz.)

A crossing of a town rode at grade leading from Fayville to the centre Village in Southborough near the house of Deacon Luas Thompson, being the third crossing mentioned in Said petition.

Also a crossing at grade of a town road near the house of Taylor Brigham, being the fourth crossing mentioned in Said petition.

Also a crossing at grade of a County road Leading from Fayville to Said centre Village in Southborough a little Easterly of Said Village, being the fifth crossing mentioned in Said petition.

Also a crossing at grade of a County road a little Northerly of the Last mentioned road near the house of E. C. Flagg being the Sixth crossing mentioned in Said petition.

Also a crossing of a town road over Said Rail Road by a Bridge leading from Said Southborough to Marlborough, near the house of Peter Walker being the Seventh crossing mentioned in Said petition.

Also a crossing at grade of a Town Road in the Northerly part

Also a crossing at grade of a Town Road in the Northerly part

of said Southborough, near the house of Willard Newton being the Eighth crossing mentioned in said petition.

And the County Commissioners find that the several crossings of County and town roads aforesaid over said Agricultural Branch Rail Road, authorized and directed for the purpose of facilitating the crossing over the same as afore described, have been worked and made in pursuance of the orders and directions heretofore given for that purpose.

It is therefore ~~ordered~~ upon ordered that the several crossings of County and Town Roads aforesaid, over said Rail Road be accepted and established as Rail Road crossings and that they be severally opened known, and used as such forever hereafter.

Bonum Nye.
Asaph Wood.
Zadok A Paft.
} County Commissioners.

A Copy
Attest,
W. Smith. Aft. Clerk

Alteration of Town
Road by house of
Hugh Riley
1855.

COPIED.

Upon the Petition of Sullivan Fay and others, to us presented, for a highway to be laid out and located commencing at the "Turnpike" road, near the Store of Dexter Fay and Sons in Fayville in the easterly part of Southborough and leading northerly to the old County Road which leads from Framingham to Southborough Center, at a point near the house of Charles Woods, We the Subscribers Selectmen of said Southborough, having adjudged that the prayer of said Petitioners ought in part to be granted, and having given legal notice to the owners of land over which said road or Highway is proposed to be built, have laid out for the use of the town a town-way as follows, to wit: Commencing at the said Turnpike road, at a point four rods twelve and a half links distant from a hole drilled in a stone Monument embedded in the ground at the north terminus of the County road which leads from Ashland to Fayville aforesaid, at a bearing N 40° W from said Monument; thence ~~N 19¾° W~~ 20 rods and 1 link to an angle; thence N 18° W 5 rods and 8 links to an angle; thence N 13½° W 6 rods and 5 links to an angle; thence N 10° W 41 rods and 17 links to an angle; thence N 12½° W 22 rods and 19 links to an angle, thence N 15° W 32 rods and 1 link to an angle; thence N 12½° W 28 rods and 14 links to an angle; thence N 11¾° W 20 rods and 22 links to an angle; thence N 15¾ W 10 rods and 5½ links to an angle; thence N 22¾° W 12 rods to an angle; thence N 24¼ W 15 rods and 4 links to a point 2 rods and 5½ links distant from the undepinning of the Southwest corner of the

dwelling house now occupied by Jane Newton, at a bearing S W from said house.

Said road in its whole length is 214 rods and 11 links and is laid out and located three rods wide, one and a half rods on each side of the metes and bounds above said and adjoining thereto, from the southerly terminus of said road to the new county road which leads from Framingham to Southborough Center; The remaining portion of the road is laid out and located two and a half rods wide, one and a quarter rods on each side of the metes and bounds above mentioned and adjoining thereto, lying north of said new county road; with an additional piece of land belonging in common to Nancy Plympton and Betsy Gardner, lying easterly of said location and adjoining thereto, for material for constructing and repairing said road, and is described as follows to wit; Commencing at the northerly terminus of said newly located road at the easterly side of the same; thence N 68½° E 5 rods and 12 links to a stake and stones; thence S 86° E 3 rods and 14 links to a stake and stones; thence S 8° E 22 rods and 10 links to a stake and stones; thence S 73° W 2 rods to the road last mentioned, containing A 2 R 0-3-12.

And we have filed in the Town-Clerk's office, of said Southborough, the boundaries and admeasurements of said way, seven days before the present meeting. And we have assessed the damages incurred by the owners of the land over which said road passes, to be paid by the Town of Southborough, as follows viz:-

To Dana Clagg	Forty six dollars	$46.00
" Emerson Bigelow	Twenty five dollars	25.00

Amount bro't over 7100

To Sylvester Fay — Thirty Dollars $30,00
" Curtis Newton — Two hundred forty dollars 240,00
" Dexter Fay — Forty one Dollars 41,00
" Elmer B Thompson — Twenty Dollars 20,00
" Grant Fay — One hundred twenty seven " 127,00
" Nancy Plympton & Betsy Gardner — Fifty dollars 50,00
" Dexter Newton — Sixteen dollars 16,00
" Lucas Thompson — Twenty eight dollars 28,00
" Lorenzo Gibbs — Four dollars 4,00
" Lucas Thompson & Nothing
" Alfred Jones Twenty Six Dollars 26,00
" Agricultural Branch R Road Company — Nothing
Total $653,00

And we allowed the several owners of the land over which said road is located, thirty days to remove their wood, trees fence and crops therein standing, lying or growing, And said road is hereby reported to the town for their acceptance; and when accepted and recorded, is forever after to be kept a public Townway.

Dated at Southborough this twenty seventh day of August in the year of our Lord one thousand eight hundred and fifty five

Selectmen of Southborough

Report of Road
Selectmen in laying-
out Road in Bayville

Aug 27 1835

Accepted